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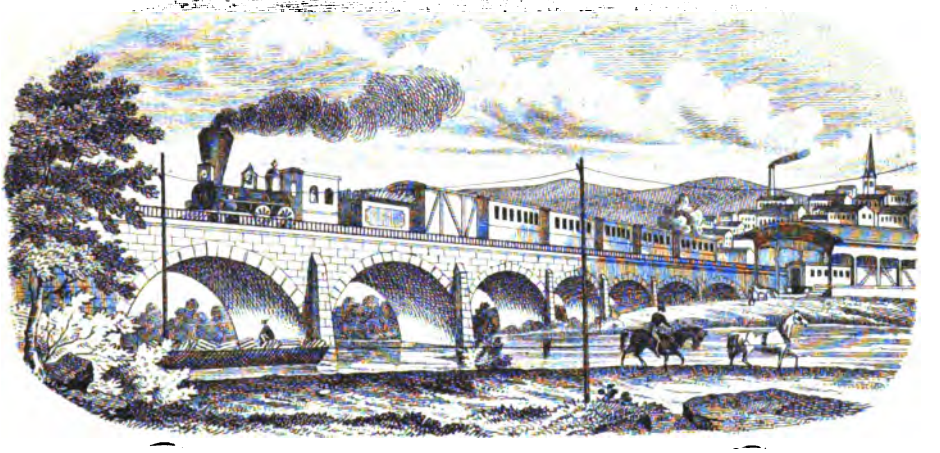
ANNUAL REPORT

OF THE

Secretary of Internal Affairs

OF THE

COMMONWEALTH OF PENNSYLVANIA



PART IV.

RAILROAD, CANAL, NAVIGATION AND TELEGRAPH COMPANIES,

FOR THE

YEAR 1885.

HARRISBURG
E. K. MEYERS,
STATE PRINTER.
1886.

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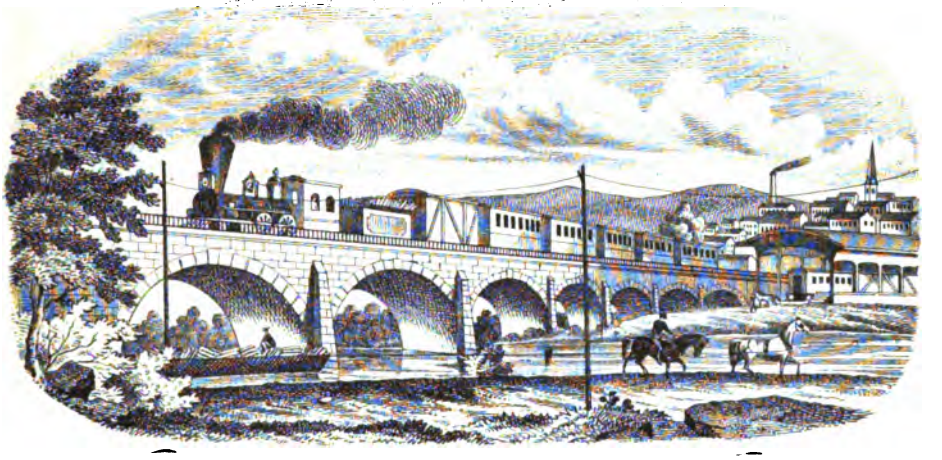

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ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS.

PART IV.

Railroad, Canal, Navigation, Telegraph, and Telephone Companies,

FOR THE YEAR 1885.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *February 15, 1886.*

To His Excellency ROBERT E. PATTISON,
Governor of Pennsylvania:

In compliance with the requirements of the Constitution, and the acts of the General Assembly, approved respectively April 9, 1870, May 15, 1874, and June 4, 1883, I have the honor to present you herewith, for transmission to the General Assembly, a report of this Department, Part IV, Railroad, Canal, Navigation, Telegraph, and Telephone Companies, for the year ending December 31, 1885.

I am, very respectfully,
Your obedient servant,
J. SIMPSON AFRICA,
Secretary of Internal Affairs.

REPORT.

The last annual report of this Department, Part IV, on railroads, canals, etc., showed that the number of corporations making reports had risen from 258, in 1883, to 305, in 1884. The present report brings the number up to 346, an increase of 88 since 1883 and of 41 since 1884.

The companies reporting in 1884 were classified as follows: Railroad, 228; passenger railway, 50; canal, 8; telegraph and telephone, 19. Those embraced in the present report are: Railroad, 257; passenger railway, 55; canal, 8; telegraph and telephone, 26.

The present report embraces 43 railroad, 5 passenger railway, and 11 telegraph and telephone companies not included in the report of this Department for 1884. They are the following:

RAILROAD COMPANIES.

American Midland.
Baltimore and Ohio Short Line.
Brockwayville and Daguscahonda.
Clearfield and Jefferson.
Clermont and Bradford.
Coudersport and Port Allegany.
Crawfort Junction and McKean.
Cresson, Clearfield and New York Short Route.
Daguscahonda and Elk.
Drain and Mapleton.
Eastern Heights.
Eastern and Western Air-Line.
Fairchance and State Line.
Loyalsock.
Martin's Creek.
Milton and North Mountain.
Monongahela Connecting.
Monongahela North Shore.
Morris and Philipsburg.
New Castle Northern.
New York, Lackawanna and Western.
New York and North Pennsylvania.
North Side Incline Plane.
Ohio and Baltimore Short Line.
Philadelphia Midland.

Philadelphia, Newton Square and Chester.
Philadelphia and Northern.
Pittsburgh and Mansfield.
Pittsburgh and North-Eastern.
Pittsburgh and State Line.
Reading, Marietta and Hanover.
Saint Clair Inclined.
Sharon and State Line.
Sinnemahoning Valley.
Slate Run.
Somerset County.
State Line.
Stewartstown.
Tipton.
Ursina and North Fork.
West Chester.
Wilcox.
Wilkes-Barre and Harvey's Lake.

PASSENGER RAILWAY COMPANIES.

Beaver Valley.
Braddock and Turtle Creek.
Lancaster and Millersville.
Norristown.
Sunbury and Northumberland.

TELEGRAPH AND TELEPHONE COMPANIES.

American Telegraph and Telephone.
Baltimore and Ohio Telegraph.
Baltimore and Ohio Telegraph in Pennsylvania.
Central Pennsylvania Telephone and Supply.
Citizens' Telephone.
Clay Commercial Telephone.
Curwensville Telephone.
Lykens Telegraph and Telephone.
National Telegraph.
Philadelphia and Seaboard Telegraph.
Postal Telegraph and Cable.

Most of these are new or comparatively new enterprises, with lines in various stages of progress—some finished and in operation, others partially constructed, and still others only surveyed and in contemplation.

At the same time that the foregoing have been added to the list of reporting companies, the following have gone off since 1884:

RAILROAD COMPANIES.

Bellevue Inclined Plane.
Big Level.
Big Level and Kinzua.
Local Incline Plane.
Martin's Creek and Stroudsburg.
New York, Pittsburgh and Chicago.
Nittany Valley and Southern.
Pennsylvania and Martin's Creek.
Pennsylvania, Slatington and New England.
Pittsburgh Southern.
Reading and Pottsville.
Schuylkill River East Side.
Susquehanna and Delaware River.

TELEGRAPH AND TELEPHONE COMPANIES.

American Rapid Telegraph.
Sullivan Telephone.
Western Pennsylvania Telegraph and Telephone.
York Overland Telephone, Telegraph and Electric Light.

Some of these have been dissolved by the courts and no longer have a corporate existence; some of them have been merged in other companies, and some have failed to report for reasons unknown to this Department.

The reports of railroads operated by steam show an increase of $26,230,099 40 in capital stock paid in, of $26,798,779 22 in funded and unfunded debt, of $40,019,730 81 in cost of roads and equipment, of 430 miles of track in Pennsylvania, of 904,539 in the total number of passengers carried, of 23,310,451 in the number of passengers carried one mile in Pennsylvania, of 5,414,457 in the total number of tons of freight carried, and of 2,372,194,340 in the number of tons of freight carried one mile in Pennsylvania. They also show a decrease of $12,674,071 70 in earnings and of $5,103,857 50 in operating expenses.

The tables do not exhibit with accuracy either the total number of miles of track, the total number of passengers, or the total tonnage. As observed in the report of this Department for 1884, "many of the reporting roads are leased, and their mileage has been reported by their lessees as well as by themselves, thus doubling it up." If the estimate of 12,765 miles of track in Pennsylvania made in that report was correct, the trackage at the close of 1885 must have exceeded thirteen thousand miles. Some companies omit the number of passengers carried, and state instead the number carried one mile in Pennsylvania, and in like manner some omit the number of tons of freight transported and state in lieu thereof the number transported one mile in the State.

Whilst these reports disclose an increase in the number of passengers and the number of tons of freight carried, they do not disclose an improvement in the business of the roads. The increase in passengers and freight may be owing to the greater number of companies reporting, or to a fuller filling-in of the columns devoted to passengers and freight. The earnings, which are believed to be fully and accurately given, show a considerable decrease compared with the previous year, and clearly point to a reduction in the volume of business or to a considerable reduction in rates. The large decrease in operating expenses, though insufficient to compensate for the still larger decrease in earnings, shows the strenuous effort made by railroad officials to offset diminished receipts by diminished expenditures.

The reports of passenger railways show an increase of $598,022 54 in capital paid in and a decrease of $839,711 04 in funded and unfunded debt. They also show an increase of $165,604 48 in receipts and a decrease of $141,227 91 in expenses. But the tables embrace some receipts by leased lines on account of rental and some payments on account of dividend, and therefore do not present a perfectly clear view of the actual earnings and expenses. There appears to have been a decrease of $105,346 28 in the operating expenses, which, with increased receipts and diminished debt, is indicative of prosperity.

The Union canal was sold by the sheriff of Philadelphia and a new company organized by the purchasers under the name of the Schuylkill and Middletown Canal Company. The new company was dissolved by the court in November, 1885, and trustees appointed for the sale of its property. No report from this canal for 1885 has been received. Its absence marks the only important change in the table of stock and debt. There is an apparent increase of 3,006,888 tons in freight carried, but the Monongahela Navigation Company, which was absent from the column devoted to tonnage in the report for 1884, for reasons explained in a foot-note to the table for that year, appears in the present report with 3,259,391 tons, or 252,503 more than the apparent increase. And as explained in a foot-note to table C, on page 460 of this report, the full amount of freight transported by the Monongahela Navigation Company in 1885 is not given, not being susceptible of statement in tons. The reports show a decrease of $188,412 38 in receipts, of $42,979 39 in operating expenses, and of $125,094 34 in total expenses.

The telegraph and telephone reports exhibit an increase of $11,966,540 in capital now paid in, and of $10,030,901 55 in funded and unfunded debt, a result due largely in the one case and entirely in the other to the first appearance in the report of this Department of the Postal Telegraph and Cable Company, with a paid in capital of $10,500,000 and a debt of $10,033,830 87. The cost of lines and equipment, which footed up only $1,503,744 99 in the report for 1884, has risen to $4,334,138 34, of which $2,310,000 is contributed by the Postal Telegraph and Cable Company. The Western Union, the heaviest of all the telegraph companies, has never

reported its cost, alleging that the necessary information is not within its reach. There has been a large increase in the number of messages sent and received, but a decrease of $1,299,857 06 in the receipts and of only $392 94 in the expenses.

Up to the time of going to press, this Department had received reports from the railroad commissions of the other States, as follows:

Colorado—First Annual Report of the Railroad Commission, for the year ending June 30, 1885.

Connecticut—Thirty-third Annual Report of the Railroad Commissioners, for the year ending September 30, 1885.

Illinois—Fourteenth Annual Report of the Railroad and Warehouse Commission, for the year ending December 1, 1884.

Iowa—Eighth Annual Report of the Board of Railroad Commissioners, for the year ending June 30, 1885.

Kansas—Third Annual Report of the Board of Railroad Commissioners, for the year ending December 1, 1885.

Kentucky—Sixth Annual Report of the Railroad Commissioners, for the year ending November 30, 1885.

Maine—Report of the Railroad Commissioners, for the year ending December 1, 1885.

Michigan—Thirteenth Annual Report of the Commissioner of Railroads, for the year 1885.

Missouri—Tenth Annual Report of the Railroad Commissioners, for the year ending December 31, 1884.

New Hampshire—Forty-first Annual Report of the Railroad Commissioners for 1885.

New Jersey—First Annual Report of the State Board of Assessors, for the year 1884, on the Taxation of Railroad and Canal Property.

New York—Third Annual Report of the Board of Railroad Commissioners, for the year ending September 30, 1885.

Ohio—Annual Report of the Commissioner of Railroads and Telegraphs, for the year ending June 30, 1884.

Virginia—Ninth Annual Report of the Railroad Commissioner, for 1885.

Wisconsin—First Biennial Report of the Railroad Commissioner, for the year ending June 30, 1884.

These reports contain much information of great interest and value to the corporations and also to the citizens of this Commonwealth. and it is to be regretted that the arbitrary requirement contained in the law of June 4, 1883, to condense this volume to five hundred pages, prevents the publication herein of a review of them. This unwise requirement also makes it necessary to exclude from this report large portions of the returns of our railroad, passenger railway, canal, navigation, telegraph and telephone corporations, which concern our citizens and which ought to be given to the public.

LIST OF RAILROAD COMPANIES WHOSE ROADS ARE LEASED TO OR OPERATED BY OTHERS.

Name of Lessor.	*Lessee or Operator.*
Allentown,	Philadelphia and Reading.
Arnot and Pine Creek,	Tioga.
Bald Eagle Valley,	Pennsylvania.
Barclay Coal Company's railroad,	Towanda Coal Company.
Bedford and Bridgeport,	Pennsylvania.
Bellefonte, Nittany and Lemont,	Pennsylvania.
Bradford,	Buffalo, New York and Philadelphia.
Bradford, Bordell and Smethport,	Bradford, Bordell and Kinzua.
Bradford, Richburg and Cuba,	Bradford, Eldred and Cuba.
Brockwayville and Punxsutawney,	Rochester and Pittsburgh.
Buffalo, Bradford and Pittsburgh,	New York, Lake Erie and Western.
Catawissa,	Philadelphia and Reading.
Chartiers,	Pittsburgh, Cincinnati and St. Louis.
Cherry Grove,	Tionesta Valley.
Chester and Delaware River,	Philadelphia and Reading.
Chester Creek,	Philadelphia and Baltimore Central.
Chester Valley,	Philadelphia and Reading.
Chestnut Hill,	Philadelphia and Reading.
Cleveland and Pittsburgh,	Pennsylvania Company.
Colebrookdale,	Philadelphia and Reading.
Columbia and Port Deposit,	Pennsylvania.
Connecting,	Pennsylvania.
Corning, Cowanesque and Antrim,	Fall Brook Coal Company.
Dillsburg and Mechanicsburg,	Cumberland Valley.
Drain and Mapleton,	Pennsylvania.
East Brandywine and Waynesburg,	Pennsylvania.
East Mahanoy,	Philadelphia and Reading.
East Pennsylvania,	Philadelphia and Reading.
Ebensburg and Cresson,	Pennsylvania.
Elmira and Williamsport,	Northern Central.
Erie and Pittsburgh,	Pennsylvania Company.
Fayette County,	Pittsburgh and Connellsville.
Frankford and Holmesburg,	Pennsylvania.
Hanover and York,	Pennsylvania.
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	Pennsylvania.
Jefferson,	New York, Lake Erie and Western.
Kendall and Eldred,	Buffalo, New York and Philadelphia.
Lancaster and Reading Narrow-Gauge,	Philadelphia and Reading.
Lawrence,	Pennsylvania Company.
Little Schuylkill,	Philadelphia and Reading.
Lehigh and Susquehanna,	Philadelphia and Reading.
Lewisburg and Tyrone,	Pennsylvania.
Lykens Valley,	Northern Central.
Martin's Creek,	Pennsylvania.

Name of Lessor.	*Lessee or Operator.*
McKean and Buffalo,	Buffalo, New York and Philadelphia.
Mifflin and Centre County,	Pennsylvania.
Mill Creek and Mine Hill Navigation,	Philadelphia and Reading.
Mine Hill and Schuylkill Haven,	Philadelphia and Reading.
Morris and Philipsburg,	Beech Creek.
Mount Carbon and Port Carbon,	Philadelphia and Reading.
Mount Pleasant and Broad Ford,	Baltimore and Ohio.
Nesquehoning Valley,	Philadelphia and Reading.
Newry,	Pennsylvania.
New Brighton and New Castle,	Pennsylvania Company.
New Castle and Beaver Valley,	Pennsylvania Company.
New York, Lackawanna and Western,	Delaware, Lackawanna and Western.
New York, Pennsylvania and Ohio,	New York, Lake Erie and Western.
North and West Branch,	Pennsylvania.
North Pennsylvania,	Philadelphia and Reading.
Olean, Bradford and Warren,	Buffalo, New York and Philadelphia.
Pennsylvania Schuylkill Valley,	Pennsylvania.
Philadelphia and Trenton,	Pennsylvania.
Philadelphia and Baltimore Central,	Philadelphia, Wilmington and Baltimore.
Philadelphia, Germantown and Norristown,	Pennsylvania.
Philadelphia and Chester,	Philadelphia and Reading.
Phila., Germantown and Chestnut Hill,	Pennsylvania.
Pickering Valley,	Philadelphia and Reading.
Philadelphia and Erie,	Pennsylvania.
Pine Creek,	Fall Brook Coal Company.
Pittsburgh, Fort Wayne and Chicago,	Pennsylvania Company.
Pittsburgh, Virginia and Charleston,	Pennsylvania.
Plymouth,	Philadelphia and Reading.
Pomeroy and Newark,	Pennsylvania.
Reading, Marietta and Hanover,	Reading and Columbia.
Ridgway and Clearfield,	Pennsylvania.
River Front,	Pennsylvania.
Schuylkill Valley Navigation railroad,	Philadelphia and Reading.
Shamokin, Sunbury and Lewisburg,	Philadelphia and Reading.
Shamokin Valley and Pottsville,	Northern Central.
Sharon,	New York, Pennsylvania and Ohio.
Sheffield and Spring Creek,	Tionesta Valley.
Schuylkill and Lehigh,	Philadelphia and Reading.
Slate Ridge and Delta,	Maryland Central.
Southern Pennsylvania,	Cumberland Valley.
South-West Pennsylvania,	Pennsylvania.
State Line and Sullivan,	Pennsylvania and New York.
Susquehanna and Clearfield,	Pennsylvania.
Sunbury, Hazleton and Wilkes-Barre,	Pennsylvania.
Sunbury and Lewistown,	Pennsylvania.
Summit Hill,	Philadelphia and Reading.
Tresckow,	Philadelphia and Reading.
Tyrone and Clearfield,	Pennsylvania.
West Chester,	Pennsylvania.
Western Pennsylvania,	Pennsylvania.
Wheeling, Pittsburgh and Baltimore,	Baltimore and Ohio.
Wind Gap and Delaware,	Lehigh and Lackawanna.
Youghiogheny Northern,	Pittsburgh, McKeesport & Youghiogheny.

ERRATA.

Table A, page 337, capital stock paid in by Mount Pleasant and Latrobe Railroad Company, printed $65,000, should be $6,500, and the total of that column, on page 341, should be correspondingly reduced.

Table C, page 347, Bradford, Eldred and Cuba, cost of road, printed $992,776 11, should be $972,776 11, and the cost of road and equipment should be reduced to $1 109,-591 31.

Table C, page 349, Harrisburg, Portsmouth, Mt. Joy and Lancaster, $50 should be added to cost of road.

Table C, page 351, Philadelphia and Reading, cost of road, printed $40,271,772 16, should be $40,291,772 16. and $20,000 should be added to cost of road and equipment, making it $50,689,829 56.

Table C, page 352. Stewartstown, cost of road, printed $56,000, should be $66,000, and $10,000 should be added to cost of road and equipment, making it $72,900.

These corrections add $10,050 to the totals of the first and third columns of table C, as printed on page 352.

Table G, page 367, where the name of the company is printed Buffalo, Bradford and Pittsburgh, it should be Buffalo. New York and Philadelphia; and page 368, where printed Mount Carbon and Port Carbon, it should be Mount Oliver Incline Plane.

Table G should have the following added to the column exhibiting the total number of passengers carried by each company: Baltimore and Cumberland Valley extension, 100,241; Erie and Pittsburgh, 192,767; Lykens Valley, 35,511; and the figures in that column opposite to Wilmington and Northern. printed 252,009, should be 254,010

Table I, beginning on page 377 and running to page 380, should have its column of gross tonnage increased by the insertion of the following figures: Berlin, 17,960; Cornwall and Lebanon, 374,876; Dillsburg and Mechanicsburg, 60,759; New York, Pennsylvania and Ohio, 4,706,481; Salisbury, 154,492; Sharpsville. 67,140; Slate Ridge and Delta, 1,937; Somerset and Cambria, 235,081; Southern Pennsylvania. 25,481; Wheeling, Pittsburgh and Baltimore, 580,541; and the tonnage of the New York, Chicago and St. Louis Company, printed 1,993,364, should be reduced to 1,984,364.

These errors do not enter into the comparative statements, which begin on page 392, having been discovered before they were printed.

RAILROAD COMPANIES.

REPORTS OF COMPANIES.

Addison and Northern Pennsylvania.

Year ending December 31, 1885.

Officers.	Residences.
T. C. Platt, President,	New York city, N. Y.
William Brookfield, Vice President,	New York city, N. Y.
J. E. Jones, Secretary,	Addison, N. Y.
William C. Sheldon, Treasurer,	New York city, N. Y.
Frank M. Baker, General Superintendent,	Addison, N. Y.
H. C. Hitchcock, Auditor,	Addison, N. Y.

General offices at Addison, N. Y., and Elkland, Pa.

Directors.	Residences.
Thomas C. Platt,	New York city, N. Y.
William C. Sheldon,	New York city, N. Y.
Henry P. DeGraff,	New York city, N. Y.
William Brookfield,	New York city, N. Y.
E. S. Bowen,	New York city, N. Y.
Frank H. Platt,	New York city, N. Y.
George R. Blanchard,	New York city, N. Y.
W. S. Gurnee, junior,	New York city, N. Y.
James E. Jones,	Addison, N. Y.
Charles L. Pattison,	Elkland, Pa.
James Horton,	Westfield, Pa.
John W. Hammond,	Osceola, Pa.
R. W. Clinton,	Newark Valley, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Addison, N. Y., to Gaines, Pa.,	41	30.50
Length of single main track,	41	30.50

ASSETS.

Construction and equipment,	$932,960 61		
Equipment loans,	467 35		
		$933,427	96
Bonds and stock (this company) on hand,		274,600	00
Accrued interest on bonds, (funded coupons,)		34,680	00
Cash,		546	00
Due from agents,		8,091	13
Due from individuals and other companies,		26,595	80
Due from others,		173,335	22
Profit and loss,		14,396	63
		$1,465,672	74

LIABILITIES.

Capital stock,		$600,000	00
Funded debt, first mortgage bonds,	$600,000 00		
Scrip,	34,680 00		
		634,680	00
Loans and bills payable,		170,406	33
Unfunded coupons,	$13,590 00		
Accrued interest on bonds and scrip, not yet due,	4,948 80		
		18,538	80
Due to individuals and other companies,		32,665	75
Accounts payable, (secretary's vouchers and pay-rolls,)		9,381	86
		$1,465,672	74

Allegheny Valley.

Year ending October 31, 1885.

Officers.	Residences.
John Scott, President,	Pittsburgh, Pa.
John Scott and W. H. Barnes, Receivers,	Pittsburgh, Pa.
Thomas R. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
Hampton & Dalzell, General Solicitors,	Pittsburgh, Pa.
T. F. Brown, Auditor,	Pittsburgh, Pa.
E. H. Utley, General Freight and Passenger Agent,	Pittsburgh, Pa.
David McCargo, General Superintendent,	Pittsburgh, Pa.
C. B. Price, Division Superintendent,	Pittsburgh, Pa.
A. A. Jackson, Division Superintendent,	Reynoldsville, Pa.

Directors.	Residences.
John Scott,	Pittsburgh, Pa.
D. A. Stewart,	Pittsburgh, Pa.
Charles E. Speer,	Pittsburgh, Pa.
George B. Roberts,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Oil City and Driftwood,	242	242
Length of single main track,	230	230
Length of second main track,	12	12
Branches.		
Sligo branch, from Sligo junction to Sligo, Length of road,	10.50	10.50
Sligo, Length of single track,	10.50	10.50
Plum Creek branch, from Verona to coal works, Length of road,	7	7
Plum Creek branch, from Verona to coal works, Length of single track,	7	7

ASSETS.

Cost of construction,	$21,683,452	77
Cost of equipment,	2,366,087	53
Receivers' special account,	300,000	00
Cash in hands of treasurer,	48,690	87
Cash in hands of paymaster,	3,283	97
Cash in hands of Townsend, Wheelen & Co.,	2,734	08
Cash in hands of Winslow, Lanier & Co.,	650	53
Cash remitted by agents, and in transit,	41,710	91
Value of shop and roadway material,	104,931	82
Due by railroad companies,	65,615	84
Due by agents and conductors,	27,662	87
Due by individuals and firms,	11,245	77
Stock in Buffalo and South-Western Railroad Company,	150,000	00
Old balances, likely to be charged to profit and loss,	266,925	10
Balance to debit of profit and loss account,	8,966,024	67
	$34,039,016	73

LIABILITIES.

Capital stock, 43,330 shares,	$2,166,500	00
First mortgage bonds, River division,	4,000,000	00
First mortgage bonds, Low Grade division,	10,000,000	00
Second mortgage bonds, Low Grade division,	2,400,000	00
Income bonds,	9,722,300	00
Bonds and mortgages on real estate,	123,943	97
Due railroad companies in current account,	3,058	35
Accounts payable current,	135,854	33
Guaranteed coupons purchased and held by Pennsylvania Railroad Company,	5,210,730	00
Interest on bonds accrued due,	252,364	69
Balance due contributing companies, payable in income bonds,	1,423	59
Orders for income bonds and scrip, issued in part payment of interest on income bonds,	22,841	80
	$34,039,016	73

Allentown.

Year ending November 30, 1885.

Officers, (elected January 11, 1886.)	Residences.
James F. Smith, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	Residences.
F. B. Gowen,	Philadelphia.
I. V. Williamson,	Philadelphia.
John Wanamaker,	Philadelphia.
Peter C. Hollis,	Philadelphia.
G. A. Nicolls,	Reading.
W. W. Harkness,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Port Clinton, Pa., to Allentown, Pa., Length of main track laid, Topton, Pa., to Kutztown, Pa.,	4.5	4.5

ASSETS.

Construction,	$1,061,143	28
Real estate,	23,509	43
Cash,	60	55
Sundry debits,	5,252	10
Profit and loss,	196,860	62
	$1,286,825	98

LIABILITIES.

Capital stock,	$1,268,884	47
Unfunded debt,	5,196	14
Sundry credits,	12,745	37
	$1,286,825	98

American Midland.

AMERICAN MIDLAND RAILWAY COMPANY,
NO. 16 EXCHANGE PLACE,
NEW YORK, *November 23, 1885.*

Hon. J. SIMPSON AFRICA, *Secretary of Internal Affairs, Commonwealth of Pennsylvania, Harrisburg:*

DEAR SIR: In response to your favor of October 1, 1885, the undersigned respectfully inform your department that the American Midland Railway Company is a corporation created and existing under and by virtue of the laws of the State of Indiana; that one of its purposes is to acquire, by purchase, lease, or otherwise, and to build and operate, a railway, or railways, in the State of Pennsylvania; that at the present time said company has no railway in operation in said State of Pennsylvania, but is engaged in negotiations looking to the acquisition and construction of lines of railway therein.

Very respectfully,

WILLIAM THORPE,
President.
JAMES F. COX,
Treasurer.

Arnot and Pine Creek.

Year ending December 31, 1885.

Officers.	Residences.
L. H. Shattuck, President,	—
Augustus R. Macdonough, Secretary,	—
Edward White, Treasurer,	—

General offices at Blossburg, Pa.

Directors.	Residences.
H. J. Landrus,	Arnot, Pa.
J. L. Higgins,	Arnot, Pa.
A. E. Botchford,	Blossburg, Pa.
T. C. Peck,	Blossburg, Pa.
M. F. Elliott,	Wellsboro', Pa.
J. B. Niles,	Wellsboro', Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Arnot, Tioga county, Pa., to Hoytville, Tioga county, Pa.,	12	12

Bachman Valley.

Year ending December 31, 1885.

Officers.	Residences.
A. W. Eichelberger, President,	Hanover, Pa.
C. W. Forney, Secretary and Treasurer,	Hanover, Pa.

General offices at Hanover, Pa.

Directors.	Residences.
H. C. Schriver,	Hanover, Pa.
Joseph Althoff,	Hanover, Pa.
Henry Young,	Hanover, Pa.
J. W. Gitt,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
Levi Dubs,	Summit, York county, Pa.
P. R. Pyne,	Columbia, Pa.
Jerome L. Boyer,	Columbia, Pa.
A. K. Boyd,	Columbia, Pa.
Samuel Thomas,	Columbia, Pa.
Henry Shue,	Green Ridge, York county, Pa.
Jacob Brodbeck,	Jefferson, York county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Valley Junction to Maryland line,	.....	9

ASSETS.

Construction,	$112,494	13
Due by agents,	511	78
Due by United States mail service,	189	39
Due by Commonwealth of Pennsylvania, tax illegally collected,	290	70
Cash,	353	68
Profit and loss,	19,129	93
	$132,969	61

LIABILITIES.

Capital stock,	$66,792	31
Mortgage bonds,	45,000	00
Bills payable,	16,858	53
Due on coupons,	266	40
Due Bachman Valley Railroad of Maryland,	355	63
Due Hanover Junction, Hanover and Gettysburg railroad,	3,696	74
	$132,969	61

Bald Eagle Valley.

Year ending December 31, 1885.

Officers.	Residences.
L. A. Mackey, President,	Lock Haven, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa

General offices at 233 South Fourth street, Philadelphia.

Directors.	Residences.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
A. G. Curtin,	Bellefonte, Pa.
James Duffy,	Marietta, Pa.
John Irwin, Jr.,	Bellefonte, Pa.
James M. Gamble,	Williamsport, Pa.
C. A. Mayer,	Lock Haven, Pa.
Edmund Blanchard,	Bellefonte, Pa.
Henry D. Welsh,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Vail to Lock Haven,		51.20	51.20
Length of single main track,		51.20	51.20
Branches.			
Bellefonte branch, from Milesburg to Bellefonte,	Length of road,	2.99	2.99
	Length of single track,	2.99	2.99
Snow Shoe branch, from Snow Shoe Intersection to Per Se,	Length of road,	22.22	22.22
	Length of single track,	22.22	22.22
Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mines,	Length of road,	3.96	3.96
	Length of single track,	3.96	3.99

Baltimore and Cumberland Valley.

Year ending September 30, 1885.

Officers.	Residences.
I. N. Snively, President,	Waynesboro', Pa.
George J. Balsley, Secretary,	Waynesboro', Pa.
Joseph Price, Treasurer,	Waynesboro', Pa.
David Wills, General Solicitor,	Gettysburg, Pa.

General offices at Waynesboro'.

Directors.	Residences.
I. N. Snively,	Waynesboro'.
Joseph Price,	Waynesboro'.
George J. Baisley,	Waynesboro'.
Simon Lecron,	Waynesboro'.
Daniel Hoover,	Waynesboro'.
J. J. Miller,	Waynesboro'.
Jacob S. Good,	Midvale.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Maryland State line to Waynesboro',	4.55	4.55

Baltimore and Cumberland Valley Extension.

Year ending September 30, 1885.

Officers.	Residences.
David Wills, President,	Gettysburg.
Thaddeus M. Mahon, Secretary,	Chambersburg.
Daniel J. Foley, Treasurer,	Baltimore.
David Wills, General Solicitor,	Gettysburg.

General offices at Chambersburg, Pa.

Directors.	Residences.
J. M. Hood,	Baltimore.
Alexander Rieman,	Baltimore.
Daniel J. Foley,	Baltimore.
C. W. Humrichouse,	Williamsport, Md.
W. L. Chambers,	Chambersburg, Pa.
J. P. Culbertson,	Chambersburg, Pa.
John W. McPherson,	Shippensburg, Pa.
George B. Cole,	Shippensburg, Pa.
David Wills,	Gettysburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Waynesboro' to Shippensburg,	26.02	26.02

Baltimore and Ohio Short Line.

Nine months ending September 30, 1885.

Officers.	Residences.
Thomas M. King, President,	Pittsburgh, Pa.
J. B. Washington, Secretary,	Pittsburgh, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.

General offices at Pittsburgh, Pa.

Directors.	Residences.
Francis Burns,	Baltimore, Md.
S. K. Harris,	Pittsburgh, Pa.
F. R. Pinkerton,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Glenwood, Pa., to Washington, Pa.,	34.30	34.30

ASSETS.

Cost of road,	$3,500,000	00
Due from other corporations,	957	79
	$3,500,957	79

LIABILITIES.

Capital stock,	$3,000,000	00
First mortgage Northern division bonds,	500,000	00
Profit and loss,	957	79
	$3,500,957	79

Baltimore and Philadelphia.

Year ending September 30, 1885.

Officers.	Residences.
James B. Washington, President,	Allegheny City, Pa.
S. Spencer, Vice President,	Baltimore, Md.
J. C. Farra, Secretary,	Wilmington, Del.
W. H. Ijams, Treasurer,	Baltimore, Md.
B. Dunham, General Manager,	Baltimore, Md.
D. Connell, Superintendent,	Wilmington, Del.

General offices at Wilmington, Del., and Philadelphia, Pa.

Directors.	Residences.
James B. Washington,	Allegheny City, Pa.
Thomas M. King,	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.
Harry S. Burgesser,	Pittsburgh, Pa.
James McC. Creighton,	Philadelphia, Pa.
Samuel Spencer,	Baltimore, Md.
William M. Canby,	Wilmington, Del.
William Canby,	Wilmington, Del.
Victor DuPont,	Wilmington, Del.

Main Line.	Whole length in miles.	Length in Penn'a.
Proposed length of main line, from Philadelphia to Maryland State Line,	36.55	15.36
Branches.		
From Wilmington, Del., to Landenberg, Pa., Length of road,	20	2.39
Length of single track,	20	2.39

ASSETS.

Construction, (D. W. R. R. branch,)	$277,807	11
Materials on hand,	7,801	84
Cash,	35,729	31
Loan,	1,775,000	00
Due from other companies and individuals,	1,781,243	20
	$3,876,861	46
LIABILITIES.		
Capital stock,	$3,800,000	00
Due to other companies and individuals,	7,070	69
Profit and loss,	69,790	77
	$3,876,861	46

Bangor and Portland.

Year ending December 31, 1885.

Officers.	Residences.
C. Miller, President,	Blairstown, New Jersey.
George W. Mackey, Secretary,	Bangor, Pa,
John I. Miller, Treasurer,	Bangor, Pa.
George W. Mackey, General Solicitor,	Bangor, Pa.
E. G. Wise, Chief Engineer,	Bangor, Pa.
C. Miller, General Manager,	Bangor, Pa.

General offices at Bangor, Pa.

Directors.	Residences.
C. Miller,	Blairstown, New Jersey.
George W. Mackey,	Bangor, Pa.
John I. Miller,	Portland, Pa.
Jonathan Moore,	Portland, Pa.
Jacob E. Long,	Bangor, Pa.
John Buzzard,	Bangor, Pa.
Joseph Bray,	Bangor, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Portland to Nazareth,	25	25

ASSETS.

Construction and equipment,	$352,026	13
	$352,026	13

LIABILITIES.

Capital stock,	$121,100	00
Funded debt,	215,800	00
Unfunded debt,	15,126	13
	$352,026	13

Barclay Coal.

Year ending December 31, 1885.

Officers.	Residences.
Edward M. Davis, President,	Chelton Hills.
J. Raymond Claghorn, Vice President,	Philadelphia.
Harvey Shaw, Secretary and Treasurer,	Norristown.

General offices at 154 South Fourth street.

Directors.	Residences.
I. V. Williamson,	Philadelphia.
J. Raymond Claghorn,	Philadelphia.
Edward Hoopes,	Philadelphia.
George M. Troutman,	Philadelphia.
Henry C. Davis,	Philadelphia.
William B. Warner,	Newtown.

Barclay—Towanda Coal Company, Lessee.

Year ending December 31, 1885.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Towanda to Barclay,	16.23	16.23
Length of single main track,	16.23	16.23

Bedford and Bridgeport.

Year ending December 31, 1885.

Officers, (elected February 17, 1885.)	Residences.
John P. Green, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street,	Philadelphia, Pa.

Directors, (elected February 17, 1885.)	Residences.
R. D. Barclay,	Philadelphia, Pa.
W. W. Barclay,	Bedford, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John G. Hartley,	Bedford, Pa.
H. H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.,
G. B. Roberts,	Philadelphia, Pa.
S. L. Russell,	Bedford, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Mt. Dallas to State line,		38.70	38.70
Length of single main track,		38.70	38.70
Branches.			
Dunning's Creek branch, from Bedford to Holderbaum,	Length of road,	10.50	10.50
	Length of single track,	10.50	10.50

Beech Creek, Clearfield and South-Western.

Year ending December 31, 1885.

Officers.	Residences.
William A. Wallace, President,	Clearfield, Pa.
Cornelius Vanderbilt, Vice President,	New York city.
William H. Brown, Secretary,	Lock Haven, Pa.
Allen Cox, Treasurer,	New York city.
S. R. Peale, General Solicitor,	Lock Haven, Pa.
W. S. Nearing, Chief Engineer,	Jersey Shore, Pa.
A. G. Palmer, Superintendent,	Jersey Shore, Pa.

General offices at Jersey Shore, Pa.

Directors.	Residences.
Cornelius Vanderbilt,	New York city.
William K. Vanderbilt,	New York city.
Charles C. Clarke,	New York city.
Chauncey M. Depew,	New York city.
H. McK. Twombly,	New York city.
Daniel Beach,	Watkins, N. Y.
John G. Reading,	Philadelphia, Pa.
Joseph M. Gazzam,	Philadelphia, Pa.
S. R. Peale,	Lock Haven, Pa.
L. A. Robertson,	Middle Valley, Pa.
W. S. Nearing,	Jersey Shore, Pa.
George H. Platt,	Peale, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Jersey Shore to Gazzam,	.....	104.27
Branches.		
Tunnel Mines branch, from Gorton Heights to Mines Nos. 1, 2, 3, and 4, length of branch,	.....	3.67
Peale, or Grass Flat, branch, from Viaduct (Peale Junction) to Grass Flat mines, length of branch,	.....	3.33
Philipsburg branch, from Munson (Ansonville Junction) to Stivers, length of branch,	.....	7.63
Hawk Run branch, from Hawk Run Junction to Alport and other mines, length of branch,	....	1.64
Clearfield branch, from Clearfield Junction to Clearfield,	....	3.91

ASSETS.

Roadway and equipment,	$11,196,888	28
Accounts receivable—uncollected earnings,	255,616	35
Cash,	236,965	87
	$11,689,470	50

LIABILITIES.

Capital stock paid in,	$4,955,000	00
First mortgage bonds,	5,000,000	00
Bills payable,	1,300,000	00
Accounts payable—unpaid vouchers and pay-rolls,	250,010	77
Income account,	184,459	73
	$11,689,470	50

Bell's Gap.

Year ending November 30, 1885.

Officers.	Residences.
Charles F. Berwind, President,	Philadelphia.
S. T. Billmeyer, Secretary,	Philadelphia.
J. G. Cassatt, Treasurer,	Philadelphia.
George Biddle, General Solicitor,	Philadelphia,
F. L. Faries, Engineer,	Bellwood, Blair county, Pa.
R. G. Ford, General Superintendent,	Bellwood, Blair county, Pa.

Directors.	Residences.
John H. Converse,	Philadelphia.
Aaron Fries,	Philadelphia.
Samuel G. Lewis,	Philadelphia.
Frank S. Lewis,	Philadelphia.
John Reilly,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bellwood to Irvona tannery,	25.7	25.7
Length of single main track,	25.7	25.7

ASSETS.

Railroad construction,	$965,476	00
Real estate, (including workmen houses,)	48,991	63
Locomotives,	53,204	35
Car account,	15,552	83
Amounts due the company,	13,462	65
Loans due the company,	19,000	00
Cash,	49,465	63
	$1,165,152	09

LIABILITIES.

Capital stock,	$550,000	00
Funded debt,	539,000	00
Due for wages for November,	6,537	88
Profit and loss,	69,614	21
	$1,165,152	09

Bellefonte, Nittany and Lemont.

Year ending December 31, 1885.

Officers, (elected April 14, 1885.)	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

Directors, (elected April 14, 1885.)	Residences.
John P. Green,	Philadelphia, Pa.
L. A. Mackey,	Lock Haven, Pa.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.
Henry D. Welsh,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lewisburg and Tyrone Junction to Bellefonte,	9.45	9.45
Length of single main track,	9.45	9.45

Berlin.

Year ending September 30, 1885.

Officers.	Residences.
J. B. Washington, President,	Pittsburgh, Pa.
F. R. Pinkerton, Secretary,	Pittsburgh, Pa.
William H. Ijams, Treasurer,	Baltimore, Md.

General offices at Pittsburgh, Pa.

Directors.	Residences.
Robert Garrett,	Baltimore, Md.
Joshua G. Harvey,	Baltimore, Md.
Welty McCullough,	Greensburg, Pa.
W. H. Koontz,	Somerset, Pa.
S. A. Philson,	Berlin, Pa.
S. Philson,	Berlin, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Garrett to Berlin,	8.07	8.07

ASSETS.

Cost of road,	$50,000	00
Profit and loss,	12,886	24
	$62,886	24

LIABILITIES.

Capital stock,	$50,000	00
Due other corporations,	12,886	24
	$62,886	24

Berlin Branch.

Year ending December 31, 1885.

Officers.	Residences.
A. W. Eichelberger, President,	Hanover, Pa.
A. W. Storm, Secretary,	East Berlin, Pa.
Jacob Resser, Treasurer,	East Berlin, Pa.
Amos Weisensall, Track-boss,	Abbottstown, Pa.

Directors.	Residences.
A. W. Eichelberger,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
R. M. Wert,	Hanover, Pa.
William Bittinger,	Abbottstown, Pa.
Joseph Wolf,	Abbottstown, Pa.
Jacob Resser,	East Berlin, Pa.
A. W. Storm,	East Berlin, Pa.
William S. Hildebrand,	East Berlin, Pa.
R. N. Miesenhelder,	East Berlin, Pa.
Jacob M. Smyser,	East Berlin, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from East Berlin to Red Hill,	7	7
Length of single main track,	7	7

ASSETS.

Construction,	$76,726	19
Cash balance,	1,148	06
Note,	58	50
Profit and loss,	13,908	50
	$91,841	25

LIABILITIES.

Capital stock,	$43,195	19
Funded debt,	40,300	00
Unfunded debt,	8,346	06
	$91,841	25

Bethlehem and Belvidere.

Year ending December 31, 1885.

Officers.	Residences.
F. C. Yarnall, President,	Philadelphia.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia.

Directors.	Residences.
J. S. Harris,	Philadelphia.
E. W. Clark,	Philadelphia.
S. Shepherd,	Philadelphia.
E. W. Clark, Jr.,	Philadelphia.
C. F. Howell,	Philadelphia.
C. Gibbons,	Philadelphia.

Bradford.

Year ending September 30, 1885.

Officers.	Residences.
F. S. Buell, Secretary and Treasurer,	Buffalo, N. Y.

Directors.	Residences.
G. Clinton Gardner,	New York city.
C. H. Allen,	New York city.
A. N. Martin,	Summit, N. J.
B. K. Jamison,	Philadelphia, Pa.
C. H. Clark,	Philadelphia, Pa.
J. N. Seligman,	New York city.
E. W. Clark,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bradford, Pa, to Kinzua Intersection,	14	14

Bradford, Bordell and Kinzua.

Year ending December 31, 1885.

Officers.	Residences.
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
George A. Eckbert, Treasurer,	Bradford, Pa.
John C. McKenna, Superintendent,	Bradford, Pa.

General offices at Bradford, Pa.

Directors.	Residences.
John J. Carter,	Titusville, Pa.
Thomas Loomis,	Buffalo, N. Y.
Charles H. Utley,	Buffalo, N. Y.
Henry F. Sweetzer,	Titusville, Pa.
George L. Roberts,	Bradford, Pa.
John E. Ransom,	Buffalo, N. Y.
Alonzo I. Wilcox,	Bradford, Pa.
George A. Eckbert,	Bradford, Pa.
Richard G. Taylor,	Bradford, Pa.
James Rafferty,	East Java, N. Y.
Hiram G. Nalton,	Buffalo, N. Y.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Bradford, Pa., to Simpson, Pa.,		15	15
Length of single main track,		15	15
Branches.			
Bordell branch, from Kinzua Junction to Rew City, Pa.,	Length of road,	1.93	1.93
	Length of single track,	1.93	1.93
Leased Roads.			
Bradford, Bordell and Smethport railroad, from Simpson, Pa., to Smethport, Pa., (station.)	Length of road,	10.23	10.23
	Length of single track,	10.23	10.23
Rew City and Eldred railroad, from Rew City, Pa., to Eldred, Pa.,	Length of road,	12.16	12.16
	Length of single track,	12.16	12.16

ASSETS.

Cost of road and equipment,		$589,268	22
Increase of capital stock,		250,000	00
Cash,		3,151	91
Rew City and Eldred Railroad Company,		113,030	40
Tonawanda Valley and Cuba, "loans special,"	$35,000 00		
Tonawanda Valley and Cuba Railroad Company,	22,191 77		
Receiver Tonawanda Valley and Cuba Railroad Company,	751 66		
		57,943	43
Bradford, Bordell and Smethport Railroad Company,		5,865	42
Receiver Bradford, Eldred and Cuba Railroad Company,		1,523	47
Due from New York, Lake Erie and Western Railroad Company, as per contract, in which it agreed to make good any deficiencies in the net earnings of this company to meet the interest on its present bonded debt,		53,285	26
Individuals and companies,		5,511	37
Marine National Bank,		3,436	89
		$1,083,016	37

LIABILITIES.

First mortgage bonds,		$498,000	00
Common stock,		500,000	00
Unfunded debt:			
Audited vouchers prior to 1885,	$4,570 55		
Audited vouchers, 1885,	5,190 79		
Pay-rolls, (current,)	6,343 76		
Individuals and companies,	10,926 37		
Interest on bonds:			
Uncalled for,	5,715 00		
Interest on bonds, December, 1885,	2,500 00		
		35,246	47
Profit and loss,		49,769	90
		$1,083,016	37

Bradford, Bordell and Smethport.

Year ending December 31, 1885.

Officers.	Residences.
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
George A. Eckbert, Treasurer,	Bradford, Pa.
John C. McKenna, Superintendent,	Bradford, Pa.

General offices at Bradford, Pa.

Directors.	Residences.
John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
R. G. Taylor,	Bradford, Pa.
John E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Simpson, Pa., to Smethport, Pa.,	10.23	10.23
Length of single main track,	10.23	10.23

The track from Smethport station to McKean and Bradford is considered a switch, and is operated as such.

Bradford, Eldred and Cuba.

Year ending September 30, 1885.

Officers.	Residences.
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, New York.
George A. Eckbert, Treasurer,	Bradford, Pa.
John C. McKenna, Superintendent,	Bradford, Pa.

General offices at Bradford, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Cuba, N.Y., to Pennsylvania State line at Ceres,		23.71	None.
Length of single main track,		23.71	None.
Leased Roads.			
Wellsville, Bolivar and Eldred, from Wellsville, N. Y., to Little Genessee, N. Y.,	Length of road,	20.62	None.
	Length of single track,	20.62	None.
Bradford, Richburg and Cuba railroad, from Eldred, Pa., to Ceres, Pa.,	Length of road,	9.36	5.74
	Length of single track,	9.36	5.74

ASSETS.

Cost of road and equipment,		$547,958	31
Cash on hand,		3,082	88
Due from other railroad companies:			
Wellsville, Bolivar, and Eldred railroad,	$405,410 00		
Bradford, Richburg and Cuba railroad,	156,223 00		
		561,633	00
Due from individuals and companies on current accounts,		75,216	02
Profit and loss,		46,850	93
		$1,234,691	14

LIABILITIES.

Capital stock,		$480,000	00
Funded debt,		560,000	00
Unfunded debt:			
Notes and acceptances,	$23,443 00		
Pay-rolls and operating expenses,	34,412 21		
Due by other companies and individuals on current accounts,	23,815 93		
Loans,	61,000 00		
Interest on funded debt,	52,020 00		
		194,691	14
		$1,234,691	14

Bradford, Richburg and Cuba.

Year ending December 31, 1885.

Officers.	Residences.
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
George A. Eckbert, Treasurer,	Bradford, Pa.

General offices at Bradford, Pa.

Directors.	Residences.
John J. Carter,	Titusville, Pa.
Lewis Emery, Jr.,	Bradford, Pa.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York.
R. G. Taylor,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
John E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Eldred, Pa., to New York State Line, Ceres, Pa.,	9.36	5.74
Length of single main track,	9.36	5.74

Brockwayville and Daguscahonda.

Year ending December 31, 1885.

To J. SIMPSON AFRICA,

Secretary of Internal Affairs, Harrisburg, Pa.:

In the matter of the Brockwayville and Daguscahonda Railroad Company, I beg to report, that up to December 31, 1885, no organization of the company had been effected, no stock subscribed and paid, except as shown in the articles of incorporation, to my knowledge; and, with the exception of the preliminary survey, no work or business has been done by the company.

Respectfully submitted.

J. K. P. HALL, *President.*

Brockwayville and Punxsutawney.

Year ending September 30, 1885.

Officers.	Residences.
Walston H. Brown, President,	20 Nassau street, N. Y.
Frederick A. Brown, Vice President and Treasurer,	20 Nassau street, N. Y.
Thomas F. Wentworth, Secretary and General Solicitor,	20 Nassau street, N. Y.
John F. Dinkey, Auditor and Assistant Treasurer,	Rochester, N. Y.
William E. Hoyt, Chief Engineer,	Rochester, N. Y.
George E. Merchant, General Manager,	Rochester, N. Y.
James T. Gardner, General Superintendent,	Buffalo, N. Y.
C. W. Mills, Superintendent Motive Power and Machinery,	Rochester, N. Y.

General offices at 615 Walnut street, Philadelphia, and 20 Nassau street, N. Y.

Directors.	Residences.
Frederick A. Brown,	New York.
Thomas F. Wentworth,	New York.
Herbert P. Brown,	New York.
Louis Mathey,	New York.
E. G. Platt,	Philadelphia, Pa.
Victor Gillon,	Philadelphia, Pa.
Alfred Gillon,	Philadelphia, Pa.
Robert D. Maxwell,	Philadelphia, Pa.
W. G. Platt,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Punxsutawney, in Snyder township, to Young township, in Jefferson county, Pa., terminus of road,	25	25

ASSETS.		
Construction,	$250,000	00
LIABILITIES.		
Capital stock,	$250,000	00

Buffalo, Bradford and Pittsburgh.

Year ending December 31, 1885.

Officers.	Residences.
Samuel Hines, President,	—
Augustus R. Macdonough, Secretary,	—
Edward White, Treasurer,	—
B. W. Thomas, General Superintendent of N. Y., L. E., and W. R. R.,	—
W. B. Coffin, Superintendent of Western Division of N. Y., L. E., and W. R. R.,	—

General offices at Bradford, Pa.

Directors.	Residences.
Samuel Hines,	Scranton, Pa.
William A. May,	Scranton, Pa.
Abraham K. Johnson,	Bradford, Pa.
Joseph H. Steell,	Scranton, Pa.
John King,	New York city, N. Y.
Augustus R. Macdonough,	New York city, N. Y.
Samuel M. Felton, Jr.,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Carrolton, N. Y., to Buttsville or Gilesville, Pa.,	26.17	18.18

Buffalo, New York and Philadelphia.

October 1, 1884, *to May* 20, 1885.

Officers.	Residences.
G. Clinton Gardner, President,	New York city.
Calvin H. Allen, First Vice President,	New York city.
Archer N. Martin, Second Vice President,	Summit, N. J.
Joseph R. Trimble, Secretary,	Philadelphia, Pa.
John Dougherty, Treasurer,	New York city.
R. D. McCreary, Chief Engineer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
Henry Dwyer, Division Superintendent,	Buffalo, N. Y.
E. H. Witter, Division Superintendent,	Oil City, Pa.
J. W. Watson, Division Superintendent,	Olean, N. Y.

General offices, Mills Building, New York, and 242 South Third street, Philadelphia, Pa.

Directors.	Residences.
G. Clinton Gardner,	New York city.
C. H. Clark,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
A. N. Martin,	Summit, N. J.
C. H. Allen,	New York city.
E. L. Owen,	New York city.
J. N. Seligman,	New York city.
Bryce Gray,	New York city.
B. C. Rumsey,	Buffalo, N. Y.
E. W. Clark,	Philadelphia, Pa.
E. F. Winslow,	New York city.
P. P. Pratt,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line,	429.85	229.45
Length of single main track,	429.85	229.45
Leased Roads.		
Olean, Bradford and Warren, from Olean to State line, length of road,	12	
Olean, Bradford and Warren, from State line to Bradford, length of road,	14	14
Kendall and Eldred, from Eldred to Tarport, length of road,	18	18
Bradford railroad, from Bradford to Kinzua Intersection, length of road,	14	14
Kinzua railroad, from Kinzua Intersection to Kinzua, length of road,	12	12
McKean and Buffalo railroad, from Larabee to Clermont, length of road,	22.15	22.15
Genessee Valley Canal railroad, from Hinsdale to Rochester, length of road,	98.90	
Genessee Valley Terminal railroad, from Junction to Lincoln Park, length of road,	2.46	
Mayville Extension railroad, from Mayville to Chautauqua, length of road,	3.50	
Philadelphia and Erie railroad, from Warren to Irvineton, length of road,	6.30	6.30
Lake Shore and Michigan Southern railroad, from Oil City to Stoneboro', length of road,	30	30

ASSETS.

Cost of road and equipment,		$28,816,291	57
Other permanent investments, as follows:			
Stocks and bonds of leased lines,		4,657,300	00
Leasehold estates,		7,000,000	00
Real estate,		497,588	30
Buffalo Terminal lands,		116,028	23
Bonds held in trust by United States Trust Company, (trustee of trust mortgage.)		3,100,000	00
Stocks and bonds of other companies, (including $1,500,000 general mortgage bonds,)		3,397,525	49
Materials and supplies,		119,613	22
Open accounts,		107,320	90
Cash on hand,	$13,447 91		
N. Y., W. S. and B. railway receiver's certificates,	15,983 39		
		29,431	30
Sundries,		122,377	02
Deferred interest on car trusts,		431,766	58
Funded coupons,		404,640	00
Bills receivable,		50,152	86
Due by agents,		124,783	23
Sinking fund,		52,000	00
Suspense account,		79,620	37
Accrued interest,		249,956	36
Profit and loss,		931,977	47
		$50,288,372	90

LIABILITIES.

Capital stock,	$20,319,522	07
Funded debt,	24,471,374	60
Car and steamboat trusts, principal and interest,	1,896,907	67
Bond and mortgage real estate,	485,904	00
Loans and bills payable,	1,654,348	79
Interest on funded debt, due and accrued,	882,503	36
Audited vouchers and pay-rolls,	335,345	71
Sundry debts and interest, inclusive,	241,648	95
Dividends unpaid,	817	75
	$50,288,372	90

INCOME ACCOUNT.

Gross earnings for the period,	$1,409,419	98		
Interest on other investments,	12,750	00		
			$1,422,169	98
Interest on funded debt,	$488,765	00		
Rentals on leased lines,	20,614	40		
Taxes,	59,502	95		
Insurance,	3,716	13		
Interest, floating debt,	64,753	17		
Old accounts charged off,	2,058	74		
Prop'n car trusts,	37,251	23		
Operating expenses,	1,089,201	00		
			1,765,862	62
Deficit for the period,			$343,692	64
Deficit up to September 30, 1884,			588,284	83
Total deficit to date,			$931,977	47

Receiver of the Buffalo, New York and Philadelphia.

May 21, 1885, *to September* 30, 1885.

ASSETS.

Cost of road, (betterments,)			$11,221	10
Liabilities assumed by receiver,			355,345	71
Real estate mortgages paid,			6,500	00
Car and steamboat trusts, principal and interest paid,			57,156	06
Bills payable,			6,500	00
Equipment furnished by receiver,			30,443	65
Cash on hand,	$123,260	98		
N. Y., W. S. and B. railway receiver's certificates,	33,652	08		
			156,913	06
Due by agents,			109,542	05
Open accounts,			3,140	94
Materials and supplies,			90,906	15
Individuals and companies,			24,890	04
			$852,558	76

LIABILITIES.

Audited vouchers and pay-rolls,	$354,658	29
Loans and open accounts,	11,004	80
Locomotives leased by receiver,	24,413	60
Assets assumed by receiver,	291,281	26
Profit and loss,	171,200	81
	$852,558	76

INCOME ACCOUNT.

Gross earnings for the period,	$958,517	90		
Interest on investments,	12,750	00		
			$971,267	90
Operating expenses,	$675,246	78		
Interest on funded debt paid,	36,642	50		
Rentals on leased lines paid,	15,688	79		
Taxes paid,	38,461	66		
Interest on floating debt and real estate mortgages paid,	31,467	90		
Insurance,	1,229	37		
Accounts charged off,	1,330	09		
Balance September 30, 1885,	171,200	81		
			971,267	90

Catawissa.

Year ending December 31, 1885.

Officers.	Residences.
M. P. Hutchinson, President and Treasurer,	Philadelphia, Pa.
R. M. Elliott, Secretary,	Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.	Residences.
I. V. Williamson,	Philadelphia, Pa.
Emmor Weaver,	Philadelphia, Pa.
Francis K. Shipper,	Philadelphia, Pa.
George C. Carson,	Philadelphia, Pa.
Joseph C. Harris,	Philadelphia, Pa.
John S. Graham,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Tamanend to Williamsport,	94	94
Branches.		
Summit Branch, from Summit Station to Silver Brook, length of road,	4.50	4.50

ASSETS.

Construction account,	$6,206,628	08
Cash on hand,	1,078	33
	$6,207,706	41

LIABILITIES.

Preferred stock,	$2,200,000	00
Second preferred stock,	1,000,000	00
Common stock,	1,159,500	00
First mortgage bonds, 1902,	230,500	00
First mortgage bonds, 1900,	1,300,000	00
Chattel mortgage bonds, 1900,	24,500	00
Chattel mortgage bonds, 1888, 1889,	185,350	00
Construction bonds, 1917,	62,000	00
Profit and loss,	45,856	41
	$6,207,706	41

Catasauqua and Fogelsville.

Year ending September 30, 1885

Officers.	Residences.
George T. Banes, President,	Philadelphia, Pa.
John Williams, Secretary and Treasurer,	Catasauqua, Pa.
C. W. Chapman, Chief Engineer and General Superintendent,	Catasauqua, Pa.

General offices at Catasauqua, Pa.

Directors.	Residences.
Daniel Runkle,	Phillipsburg, N. J.
John T. Knight,	Easton, Pa.
Benjamin G. Clarke,	New York, N. Y.
Samuel Thomas,	Catasauqua, Pa.
John Thomas,	Hokendauqua, Pa.
Fisher Hazard,	Mauch Chunk, Pa.
Samuel Dickson,	Philadelphia, Pa.
Charles E. Haven,	Philadelphia, Pa.
Charles Stewart Wentz,	Philadelphia, Pa.
Joseph Hunt,	Catasauqua, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Catasauqua to Rittenhouse Gap,		20	20
Length of single main track,		25.50	25.50
Branches.			
Brienigsville branch, from Trexler-town to Lichty,	Length of road,	5.50	5.50
	Length of single track,	5.50	5.50

ASSETS.

Construction,	$658,335	59
Cash, bills receivable, and ledger balance,	124,052	88
	$782,388	47

LIABILITIES.

Capital stock,	$426,900	00
Unfunded debt,	138,000	00
Bills payable,	1,365	97
Profit and loss,	216,122	50
	$782,388	47

Central Pennslyvania.

Year ending December 31, 1885.

[No work done except the making of preliminary surveys. See communication of J. B. Washington, in report of Philadelphia, Newton Square and Chester Railroad Company.]

Chartiers.

Year ending December 31, 1885.

Officers.	Residences.
G. B. Roberts, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Alexander Biddle,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa
Edmund Smith,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mansfield, Pa., to Washington, Pa.,	22.76	22.76
Length of single main track, ...	22.76	22.76

Cherry Grove.

Year ending December 31, 1885.

Officers.	Residences.
Walter Horton, President, ...	Sheffield, Pa.
Webb Horton, Vice President, ...	Middletown, N. Y.
Jerry Crary, Secretary, ...	Sheffield, Pa.
Charles Sigel, Treasurer, ...	Sheffield, Pa.
Lane B. Schofield, General Manager, ...	Sheffield, Pa.
Directors.	**Residences.**
Walter Horton, ...	Sheffield, Pa.
Jerry Crary, ...	Sheffield, Pa.
George Dickenson, ...	Sheffield, Pa.
George Horton, ...	Sheffield, Pa.
Isaac Horton, ...	Sheffield, Pa.
Charles Sigel, ...	Sheffield, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sheffield to Garfield, ...		11

Chester and Delaware River.

Year ending November 30, 1885.

Officers, (elected January 11, 1886.)	Residences.
G. A. Nicolls, President, ...	Reading.
Howard Hancock, Secretary, ...	Philadelphia.
John Welch, Treasurer, ...	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	Residences.
F. B. Gowen,	Philadelphia.
John Wanamaker,	Philadelphia.
Peter C. Hollis,	Philadelphia.
W. W. Harkness,	Philadelphia.
Frances I. Gowen,	Philadelphia.
William Ward,	Chester.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Thurlow, Pa., to Eddystone, Pa.,	4.39	4.39
Length of single main track,	4.39	4.39

Chester Creek.

Year ending October 31, 1885.

Officers.	Residences.
S. M. Felton, President,	Philadelphia, Pa.
William Ward, Secretary,	Chester, Pa.
Robert Craven, Treasurer,	Ridley Park, Pa.

General offices at 233 South Fourth street, Philadelphia.

Directors.	Residences.
Samuel M. Felton,	Philadelphia, Pa.
Isaac Hinckley,	Philadelphia, Pa.
David Woelpper,	Chadd's Ford, Pa.
Charles Warner,	Wilmington, Del.
Thomas Appleby,	Chester, Pa.
Amos Gartside,	Chester, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lamokin to Lenni,	6.62	6.62
Length of single main track,	6.62	6.62

ASSETS.

Construction,	$457,100	00
Deposit,	1,319	50
	$458,419	50

LIABILITIES.

Capital stock,	$272,100	00
Bonds,	185,000	00
Interest on dividends, etc.,	1,319	50
	$458,419	50

Chester Valley.

Year ending December 31, 1885.

Officers.	Residences.
John F. Gilpin, President,	Philadelphia.
William H. Holstein, Secretary and Treasurer,	Montgomery county, Pa.

Directors.	Residences.
George deB. Keim,	Philadelphia.
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
John Wanamaker,	Philadelphia.
F. A. Comley,	Philadelphia.
Winfield S. Wilson,	Chester Valley.
A. P. Tutton,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bridgeport to Downingtown,	21¼	21¼
Length of single main track,	21½	21½
Length of double main track,	2	2

Chestnut Hill.

Year ending December 31, 1885.

Officers.	Residences.
William W. Colket, President,	Philadelphia, Pa.
William W. Stephens, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 12 Philadelphia exchange, Philadelphia, Pa.

Directors.	Residences.
William W. Colket,	Philadelphia, Pa.
Joseph Patterson,	Philadelphia, Pa.
F. B. Gowen,	Philadelphia, Pa.
E. H. Weil,	Philadelphia, Pa.
W. S. Wilson,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.
C. Howard Colket,	Philadelphia, Pa.
Joseph B. Townsend,	Philadelphia, Pa.
J. Sergeant Price,	Philadelphia, Pa.
William H. Keichline,	Philadelphia, Pa.
Charles C. Slifer,	Flourtown, Montgomery county, Pa.
Samuel Y. Heebner,	Chestnut Hill, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Germantown to Chestnut Hill, . . .	4½	All.
Length of single main track, ...	4½	All.

ASSETS.

Real estate account, ...	$15,505	98
Road account.	105,144	02
Cash account, ...	141	00
	$120,791	00

LIABILITIES.

Capital stock, ...	$120,650	00
Unpaid dividends, ...	141	00
	$120,791	00

Clearfield and Jefferson.

Year ending November 30, 1885.

Officers.	Residences.
Charles F. Berwind, President, ...	Philadelphia, Pa.
S. T. Billmeyer, Secretary and Treasurer, ...	Philadelphia, Pa.
George Biddle, General Solicitor, ...	Philadelphia, Pa.
F. L. Faries, Engineer, ...	Bellwood, Pa.
R. G. Ford, General Manager, ...	Bellwood, Pa.

Directors.	Residences.
Samuel G. Lewis, ...	Philadelphia, Pa.
John Reilly, ...	Philadelphia, Pa.
Aaron Fries, ...	Philadelphia, Pa.
Frank S. Lewis, ...	Philadelphia, Pa.
Allison White, ...	Philadelphia, Pa.
J. H. Converse, ...	Philadelphia, Pa.
Charles F. Berwind, ...	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Irvona to Punxsutawney, (when completed,) about, ...	. . . . .	36

Clermont and Bradford.

Year ending December 31, 1885.

Officers.	Residences.
William Hacker, President,	161 Wister street, Philadelphia.
A. A. Clay, Vice President,	Wilcox, Elk county, Pa.
H. G. Clay, Secretary and Treasurer,	1734 Pine street, Philadelphia.
Directors.	**Residences.**
William Hacker,	161 Wister street, Philadelphia.
H. M. Albertson,	237 Allen street, Philadelphia.
A. A. Clay,	Wilcox, Elk county, Pa.
A. H. Williams,	1922 Camac street, Philadelphia.
H. Laussat Geyelin,	Villa Nova, Pa.
H. G. Clay,	1734 Pine street, Philadelphia.
A. I. Miller,	1743 N. Eighth st., Philadelphia.

Cleveland and Pittsburgh.

Year ending December 31, 1885.

Officers.	Residences.
J. N. McCullough, President,	Pittsburgh, Pa.
G. A. Ingersoll, Secretary and Treasurer,	Cleveland, O.
Directors.	**Residences.**
J. N. McCullough,	Pittsburgh, Pa.
B. F. Jones,	Pittsburgh, Pa.
George B. Roberts,	Philadelphia, Pa.
William Bucknell,	Philadelphia, Pa.
Frederick Sturges,	New York, N. Y.
S. J. Tilden,	New York, N. Y.
Charles Lanier,	New York, N. Y.
William C. Eggleston,	New York, N. Y.
E. A. Ferguson,	Cincinnati, O.
J. V. Painter,	Cleveland, O.
E. R. Perkins,	Cleveland, O.
R. P. Ranney,	Cleveland, O.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cleveland to Yellow Creek, and Bellaire to Rochester,	167.24	15.02
Length of single main track,	159.22	15.02
Length of second main track,	8.02	
Branches.		
Tuscarawas branch, from Bayard to New Philadelphia, — Length of road,	31.10	
Tuscarawas branch, from Bayard to New Philadelphia, — Length of single track,	31.10	
Leased Roads.		
Joint use of P., Ft. W. and C. Ry., from Rochester to Pittsburgh, — Length of road,	25.64	25.64
Joint use of P., Ft. W. and C. Ry., from Rochester to Pittsburgh, — Length of double track,	25.64	25.64

ASSETS.

Construction,	$13,445,922	43
Mortgage bonds of 1900, profit and loss,	15,386	25
Pennsylvania Railroad Company, surplus assets,	8	35
Equipment,	3,640,697	67
Machinery and tools,	100,880	42
Personal property,	50,112	97
Telegraph line,	23,270	48
Pennsylvania Railroad Company, lessee, material,	261,210	66
Cash in hands of treasurer and New York agency,	443,958	48
Due from personal accounts,	7,416	99
	$17,988,864	70

LIABILITIES.

Capital stock,	$11,236,250	00
Capital stock, scrip issues,	10,721	57
Second mortgage bonds,	500	00
Third mortgage bonds,	5,000	00
Fourth mortgage bonds,	1,096,000	00
Fourth mortgage bonds, scrip,	8,843	63
Consolidated mortgage bonds of 1900,	2,224,000	00
Construction and equipment bonds, series A,	1,704,000	00
Construction and equipment bonds, series B,	314,000	00
Guaranteed income, under lease,	1,027,677	64
Balance of old income account,	13,121	82
Due to railroads and individuals,	22,578	01
Due and unpaid on dividends and coupons,	325,372	69
Pennsylvania Railroad Company, lessee, betterment account,	799	34
	$17,988,864	70

Colebrookdale.

Year ending November 30, 1885.

Officers, (elected January 18, 1886.)	Residences.
Joseph L. Bailey, President,	Pine Iron Works, Berks co.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	Residence.
D. B. Boyer,	Boyertown, Pa.
Nicholas Johnson,	Boyertown, Pa.
J. Lowrie Bell,	Philadelphia.
Peter C. Hollis,	Philadelphia.
John Wanamaker,	Philadelphia.
I. V. Williamson,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pottstown, Pa., to Barto, Pa.,	12.8	12.8
Length of single main track,	12.8	12.8

ASSETS.

Construction,	$657,921	51
Real estate,	14,108	07
Mortgage bonds,	13,300	00
Cash,	182	98
Profit and loss,	405,226	45
	$1,090,739	01

LIABILITIES.

Capital stock,	$297,215	00
First mortgage bonds,	600,000	00
Unfunded debt,	119,064	01
Sundry credits,	74,460	00
	$1,090,739	01

Colebrook Valley.

Year ending September 30, 1885.

Officers.	Residences.
Robert H. Coleman, President,	Cornwall, Lebanon co., Pa
Charles B. Forney, Secretary,	Lebanon, Pa.
Hugh M. Maxwell, Treasurer,	Cornwall, Pa.
John C. Jennings, General Superintendent,	Lebanon, Pa.

Directors.	Residences.
Hugh M. Maxwell,	Cornwall, Pa.
Charles B. Forney,	Lebanon, Pa.
Howard C. Shirk,	Lebanon, Pa.
John Benson,	Lancaster, Pa.
C. H. Coble,	Bellaire, Pa.
Edw. C. Freeman,	Cornwall, Pa.
R. Percy Alden,	Cornwall, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cornwall to Conewago, ...	$16\frac{268}{1000}$	$16\frac{268}{1000}$

ASSETS.

Construction, (after deducting $9,903 28, net earnings applied thereto,)	$479,898	62
Cash on hand, ...	5,101	38
	$485,000	00

LIABILITIES.

Capital stock, ...	$400,000	00
Bills payable, ...	85,000	00
	$485,000	00

Columbia and Port Deposit.

Year ending December 31, 1885.

Officers.	Residences.
W. H. Wilson, President, ...	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer, ...	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Jacob Tome, ...	Port Deposit, Md.
G. B. Roberts, ...	Philadelphia, Pa.
Edmund Smith, ...	Philadelphia, Pa.
Wistar Morris, ...	Philadelphia, Pa.
Alexander Biddle, ...	Philadelphia, Pa.
N. P. Shortridge, ...	Wynnewood, Pa.
J. N. DuBarry, ...	Philadelphia, Pa.
W. J. Howard, ...	Philadelphia, Pa.
Henry D. Welsh, ...	Philadelphia, Pa.
John P. Wetherill, ...	Philadelphia, Pa.
John P. Green, ...	Philadelphia, Pa.
W. L. Elkins, ...	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Columbia to Port Deposit, Md., . . .	40	28.36
Length of single main track, ...	40	28.36
Leased Roads.		
Port Deposit branch of Philadelphia, Wilmington and Baltimore railroad, from Port Deposit to Perryville, length of road, . . .	3.78	
Length of single track, ...	3.78	

The Connecting.

Year ending December 31, 1885.

Officers.	Residences.
G. B. Roberts, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Alexander Biddle,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Frankford Junction to Mantua,	6.75	6.75
Length of second main track,	6.75	6.75
Length of third main track,	5.86	5.86

Corning, Cowanesque and Antrim.

Year ending December 31, 1885.

Officers.	Residences.
George J. Magee, President,	Watkins, N. Y.
Daniel Beach, Secretary and Treasurer,	Watkins, N. Y.
Anton Hardt, Chief Engineer,	Corning, N. Y.
A. H. Gorton, General Superintendent,	Corning, N. Y.

Directors.	Residences.
George J. Magee,	Watkins, N. Y.
Daniel Beach,	Watkins, N. Y.
John Lang,	Corning, N. Y.
Daniel C. Howell,	Bath, N. Y.
Alfred L. Edwards,	New York, N. Y.
Henry Sherwood,	Wellsboro', Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Corning, N. Y., to Antrim, Pa., . . .	53	38
Length of single main track, ...	53	38
Branches.		
Cowanesque Valley branch, from Lawrenceville to Harrison Valley, ... Length of road, . .	32	32
Length of single track,	32	32

ASSETS.

Corning, Cowanesque and Antrim railway, ...	$3,250,000	00
Real estate, (special,)	15,757	20
	$3,265,757	20

LIABILITIES.

Capital stock, ...	$2,000,000	00
Debenture bonds, ...	1,250,000	00
Fall Brook Coal Company, ...	3,242	76
Profit and loss, ...	12,514	44
	$3,265,757	20

Cornwall.

Year ending November 30, 1885.

Officers.	Residences.
William Coleman Freeman, President, ...	Cornwall, Lebanon co., Pa.
J. P. Jackson, Secretary, ...	Cornwall, Lebanon co., Pa.
D. S. Hammond, Treasurer, ...	Lebanon, Lebanon co., Pa.
Howard C. Shirk, General Solicitor, ...	Lebanon, Lebanon co., Pa.
Carl Von Schmalensee, General Superintendent, ...	Lebanon, Lebanon co., Pa.

General offices at Lebanon, Pa.

Directors.	Residences.
William Coleman Freeman, ...	Cornwall, Lebanon co., Pa.
R. Percy Alden, ...	Cornwall, Lebanon co., Pa.
E. C. Freeman, ...	Cornwall, Lebanon co., Pa.
J. P. Jackson, ...	Cornwall, Lebanon co., Pa.
D. S. Hammond, ...	Lebanon, Lebanon co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from West Lebanon to Cornwall, ...	7.47	All.
Length of single main track, ...	5.96	
Length of second main track, ...	1.51	

ASSETS.

Equipment,	$161,581	03
Real estate,	44,319	10
Construction,	423,293	15
Ledger balances,	11,169	51
	$640,362	79

LIABILITIES.

Capital stock,	$300,000	00
Toll account,	284,617	31
Ledger balances,	55,745	48
	$640,362	79

Cornwall and Lebanon.

Year ending September 30, 1885.

Officers.	Residences.
Robert H. Coleman, President,	Cornwall, Lebanon co., Pa.
Hugh M. Maxwell, Secretary and Treasurer,	Cornwall, Lebanon co., Pa.
John C. Jennings, General Superintendent,	Lebanon, Pa.

Directors.	Residences.
Hugh M. Maxwell,	Cornwall, Lebanon co., Pa.
John Meily,	Lebanon, Pa.
Grant Weidman,	Lebanon, Pa.
J. H. Redsecker,	Lebanon, Pa.
C. Shenk,	Lebanon, Pa.
A. Hess,	Lebanon, Pa.
George D. Rise,	Lebanon, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lebanon to Cornwall,	5.377	All.

ASSETS.

Construction, (after deducting $22,935 05, net earnings,)	$375,618	72
Equipment,	112,068	08
Accounts receivable,	1,549	88
Cash on hand,	1,829	87
	$491,066	55

LIABILITIES.

Capital stock,	$200,000	00
First mortgage bonds,	150,000	00
Bills payable,	131,744	05
Accounts payable,	9,322	50
	$491,066	55

Cornwall and Mount Hope.

Year ending November 30, 1885.

Officers.	Residences.
William Coleman Freeman, President,	Cornwall, Lebanon co., Pa.
R. P. Alden, Vice President,	Cornwall, Lebanon co., Pa.
D. S. Hammond, Secretary and Treasurer,	Lebanon, Lebanon co., Pa.
Howard C. Shirk, General Solicitor,	Lebanon, Lebanon co., Pa.
E. C. Freeman, General Manager,	Cornwall, Lebanon co., Pa.
Carl Von Schmalensee, General Superintendent,	Lebanon, Lebanon co., Pa.

General offices at Lebanon, Pa.

Directors.	Residences.
William Coleman Freeman,	Cornwall, Lebanon co., Pa.
R. P. Alden,	Cornwall, Lebanon co., Pa.
E. C. Freeman,	Cornwall, Lebanon co., Pa.
J. P. Jackson,	Cornwall, Lebanon co., Pa.
D. S. Hammond,	Lebanon, Lebanon co., Pa.
J. L. McAllister,	Lebanon, Lebanon co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cornwall to Mount Hope,	5.2	All.
Length of single main track,	4.8	
Length of second main track,	.4	

ASSETS.

Construction,	$189,975	32
Ledger balances,	1,744	47
	$191,719	79

LIABILITIES.

Capital stock,	$100,000	00
Ledger balances,	91,719	79
	$191,719	79

Coudersport and Port Allegany.

Year ending December 31, 1885.

Officers.	Residences.
F. W. Knox, President,	Coudersport, Pa.
C. V. B. Barse, Vice President,	Olean, N. Y.

A. B. Mann, Secretary, ... Coudersport, Pa.
M. W. Barse, Treasurer, ... Olean, N. Y.
B. A. McClure, Chief Engineer, General Manager, and General Superintendent, ... Coudersport, Pa.

Directors.	Residences.
A. G. Olmsted,	Coudersport, Pa.
W. K. Jones,	Coudersport, Pa.
I. Benson,	Coudersport, Pa.
B. D. Hamlin,	Smethport, Pa.
C. S. Carey,	Olean, N. Y.
F. H. Arnold,	Port Allegany, Pa.
F. H. Root,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Coudersport to Port Allegany, ...	17	17
Length of single main track, ...	17	17

Crawford Junction and McKean.

Year ending December 31, 1885.

To J. SIMPSON AFRICA,
Secretary of Internal Affairs, Harrisburg, Penn'a:

In the matter of the Crawford Junction and McKean Railroad Company, I beg to report that up to December 31, 1885, no organization of the company had been effected, no stock subscribed and paid, to my knowledge, except as shown in the articles of incorporation, and, with the exception of the preliminary survey, no work or business has been done by the company.

Respectfully submitted.

J. K. P. HALL,
President.

Cresson, Clearfield and New York Short Route.

Year ending December 31, 1885.

Officers.	Residences.
James S. Atterbury, President,	Pittsburgh, Pa.
John H. Boyts, Vice President and General Manager,	Pittsburgh, Pa.
George J. Gorman, Secretary and Treasurer,	Pittsburgh, Pa.
Gustavus Kaufman, Chief Engineer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
James S. Atterbury,	Pittsburgh, Pa.
John H. Boyts,	Pittsburgh, Pa.
George J. Gorman,	Pittsburgh, Pa.
Edward F. Earle,	Pittsburgh, Pa.
W. R. Thompson,	Pittsburgh, Pa.
Peter G. Urling,	Pittsburgh, Pa.
Charles E. Pugh,	Philadelphia, Pa.
John S. Blaine,	Philadelphia, Pa.
John Dean,	Hollidaysburg, Pa.
A. S. Morrow,	Hollidaysburg, Pa.
Edward Scull,	Somerset, Pa.
John S. Silver,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cresson, Pa., to Ansonville,	38	38

Cumberland Valley.

Year ending December 31, 1885.

Officers.	Residences.
Thomas B. Kennedy, President,	Chambersburg.
E. M. Biddle, Secretary and Treasurer,	Carlisle.
Chauncey Ives, Engineer,	Chambersburg.
J. F. Boyd, Superintendent,	Chambersburg.

General offices at Chambersburg.

Directors.	Residences.
Thomas B. Kennedy,	Chambersburg.
Frederick Watts,	Carlisle.
Thomas A. Biddle,	Philadelphia.
Wistar Morris,	Philadelphia.
J. N. DuBarry,	Philadelphia.
A. J. Cassatt,	Philadelphia.
Edmund Smith,	Philadelphia.
George B. Roberts,	Philadelphia.
John P. Green,	Philadelphia.
John Stewart,	Chambersburg.
W. W. Jennings,	Harrisburg.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Harrisburg, Pa., to Potomac river, . .		82.2	68.3
Length of single main track, ...		76.1	62.1
Length of second main track, ...		8.1	8.1
Leased Roads.			
Dillsburg and Mechanicsburg, from Dillsburg Junction to Dillsburg,	Length of road, . . .	7.7	7.7
	Length of single track,	7.7	7.7
Southern Pennsylvania Railroad and Mining Company, from South Penn Junction to Richmond,	Length of road, ...	23.3	23.3
	Length of single track,	23.3	23.3
Martinsburg and Potomac, from Potomac river to Martinsburg, ...	Length of road, . . .	11.8	
	Length of single track,	11.8	

ASSETS.

Cost of road, equipment, and real estate, ...	$1,991,826	30
Materials on hand, ...	26,297	04
Balance of accounts, ...	178,427	46
Treasurer's cash balance, ...	88,798	01
Trustees of contingent fund, ...	588,924	91
	$2,874,273	72

LIABILITIES.

Capital stock, ...	$1,777,850	00
Funded debt, ...	270,500	00
Dividends and interest due, ...	41,193	70
Profit and loss, ...	784,730	02
	$2,874,273	72

Daguscahonda and Elk.

Year ending December 31, 1885.

To J. SIMPSON AFRICA,

Secretary Internal Affairs, Harrisburg, Pa.:

In the matter of the Daguscahonda and Elk Railroad Company, I beg to report that up to December 31, 1885, no organization of the company had been effected, no stock subscribed and paid, except as shown in the articles of incorporation, to my knowledge, and, with the exception of the preliminary survey, no work or business has been done by the company.

Respectfully submitted.

J. K. P. HALL,
President.

Danville and Riverside.

Year ending December 31, 1885.

Officers.	Residences.
Benjamin G. Welch, President,	Hughesville, Pa.
C. William Woddrop, Secretary,	Hughesville, Pa.
J. S. Bailey, Treasurer,	Hughesville, Pa.

Directors.	Residences.
Robert England,	Philadelphia, Pa.
John H. Dye,	Philadelphia, Pa.
Nathaniel Barr,	Philadelphia, Pa.
Thomas B. Reeves,	Philadelphia, Pa.
William J. Paul,	Philadelphia, Pa.
I. N. Davis,	Philadelphia, Pa.

Danville and Shamokin.

Year ending November 30, 1885.

Officers, (elected January 11, 1886.)	Residences.
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	Residences.
F. B. Gowen,	Philadelphia.
I. V. Williamson,	Philadelphia.
John Wanamaker,	Philadelphia.
Peter C. Hollis,	Philadelphia.
W. W. Harkness,	Philadelphia.
Francis I. Gowen,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Danville, Pa., to Shamokin, Pa.,	19	All.
Length of single main track laid, about	100 yards.	
Branches.		
Glendower branch, from main line to Grove Brothers, Danville, length of road,	250 yards.	

Delaware and Hudson Canal.

Year ending December 31, 1885.

Officers.	Residences.
R. M. Olyphant, President,	New York city, N. Y.
LeGrand B. Cannon, Vice President,	New York city, N. Y.
F. Murray Olyphant, Secretary,	New York city, N. Y.
James C. Hartt, Treasurer,	New York city, N. Y.
Horace G. Young, General Manager,	Albany, N. Y.
Rollin G. Manville, Superintendent,	Carbondale, Pa.

General offices at 21 Courtlandt street, New York city, N. Y.

Directors.	Residences.
Abiel A. Low,	Brooklyn, N. Y.
James M. Halsted,	New York, N. Y.
LeGrand B. Cannon,	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.
John Jacob Astor,	New York, N. Y.
Robert S. Hone,	New York, N. Y.
James Roosevelt,	Hyde Park, N. Y.
Abraham R. Van Nest,	New York, N. Y.
Hugh J. Jewett,	New York, N. Y.
David Dows,	New York, N. Y.
Robert M. Olyphant,	New York, N. Y.
Benjamin H. Bristow,	New York, N. Y.
John A. Stewart,	New York, N. Y.

The railroads owned by this company, to which this report relates, extend from Nineveh, in the State of New York, to the line dividing the States of New York and Pennsylvania, a distance of 17.65 miles, and from said line to a connection with the Jefferson railroad, a distance of 4.36 miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity railroad, extending from Olyphant to Honesdale and return, a distance of 56 miles, equal to about 28 miles of double track road. And the company hold under lease in Pennsylvania a railroad from Green Ridge to Mill Creek, a distance of 16.69 miles; also, a railroad about 2 miles in length, passing over what is known as the Plymouth and Wilkes-Barre bridge, thus making the number of miles of railroad owned in New York, to which this report relates, (exclusive of side tracks,) 17.65 miles, and in Pennsylvania, 77.36 miles, and the number of miles under lease in Pennsylvania is 18.69 miles. On the leased line, from Green Ridge to Mill Creek, there are 14.85 miles of double track, and on the line from Carbondale to Scranton there are 8.19 miles of double track. Sidings and other tracks not above enumerated, 47.37 miles in Pennsylvania, and 4.05 miles in New York on the locomotive road, and on the gravity road, 27.73 miles sidings, &c., all in Pennsylvania.

ASSETS.

Canal,		$6,339,210	49
Railroad and equipment,		7,134,088	47
Real estate in Pennsylvania, including coal lands,		6,472,286	15
Real estate in New York, New Jersey, Connecticut, Illinois, &c.,		3,156,089	32
Mine improvements,		2,388,709	02
Mine fixtures and equipments,		406,776	33
Boats, barges, and steamboats,		758,076	07
Coal yards and fixtures,		176,779	72
Lackawanna and Susquehanna railroad,		1,022,938	15
Cherry Valley, Sharon and Albany railroad,		300,000	00
New York and Canada railroad,		3,597,074	48
Lackawanna Palace Car Company,		28,300	00
Mechanicville and Fort Edward railroad,		59,131	31
Schenectady and Mechanicville railroad,		211,765	05
Telegraph lines,		14,734	80
Supplies on hand,		992,560	71
Shop machinery, tools, &c.,		192,495	93
Coal on hand,		649,905	10
Advances to leased lines,		330,736	88
Miscellaneous assets, viz:			
Bonds,		118,551	91
Stocks as follows:			
Albany and Susquehanna railroad shares, 8,000,	$800,000 00		
Rensselaer and Saratoga railroad shares, 16,077,	1,607,700 00		
Sundry stocks,	213,788 34		
		2,621,488	34
Advances on coal,		720,054	99
Cash,		2,605,106	93
Bills and accounts receivable,		1,359,832	26
		$41,656,642	41

LIABILITIES.

Capital stock,		$23,500,000	00
Bonds:			
1891,	$5,549,000 00		
1894,	4,829,000 00		
1917,	5,000,000 00		
		15,378,000	00
Interest and dividends payable January, 1886,		596,085	00
Depositors,		164,833	26
Dividends and interest unclaimed,		51,084	01
Surplus or dividend fund,		1,966,640	14
		$41,656,642	41

Delaware, Lackawanna and Western.

Year ending December 31, 1885.

Officers.	Residences.
Samuel Sloan, President,	New York city.
Percy R. Pyne, Vice President,	New York city.
Frederick H. Gibbens, Second Vice President and Treasurer,	New York city.
Frederick F. Chambers, Secretary and Auditor,	Brooklyn, N. Y.
Moses Taylor Pyne, General Solicitor,	New York city.
James Archbald, Chief Engineer,	Scranton, Pa.
William F. Hallstead, General Superintendent,	Scranton, Pa.
Garrett Bogart, Division Superintendent,	Scranton, Pa.

General offices at 26 Exchange Place, New York city, N. Y.

Directors.	Residences.
John I. Blair,	Blairstown, N. J.
George Bliss,	New York city.
Percy R. Pyne,	New York city.
William Walter Phelps,	Englewood, N. J.
Wilson G. Hunt,	New York city.
Elias S. Higgins,	New York city.
Benjamin G. Clarke,	Jersey City, N. J.
Jay Gould,	New York city.
Sydney Dillon,	New York city.
Russell Sage,	New York city.
Edgar S. Auchincloss,	New York city.
Andrew T. McClintock,	Wilkes-Barre, Pa.
Gardner R. Colby,	East Orange, N. J.
W. H. Appleton,	New York city.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Delaware river to Pennsylvania and New York State line,		114.61	114.61
Length of second main track,		114.61	114.61
Branches.			
Lackawanna and Bloomsburg branch, from Scranton to Northumberland,	Length of road,	80	80
	Length of single track,	58	58
	Length of double track,	22	22
Winton branch, from Nay-Aug to Winton,	Length of road,	7.50	7.50
	Length of single track,	7.50	7.50
Keyser Valley branch, from junction with main line to Keyser Valley,	Length of road,	5	5
	Length of single track,	5	5
	Length of sidings,	11.16	11.16
Storrs branch, from Winton Junction to Storrs mine,	Length of road,	2.80	2.80
	Length of single track,	2.80	2.80
Leased Roads.			
New York, Lackawanna and Western Railway, from State line to State line, New York, in township of Athens, Bradford county,	Length of road,	6.41	6.41
	Length of double track,	6.41	6.41

ASSETS.

Cost of railroad and appurtenances, coal mines, and other property,		$34,508,047	44
Materials on hand at mines and in shops,		941,370	69
Accounts and notes receivable,	$6,758,379 13		
Sundry stocks and bonds, valued at	5,374,918 00		
		12,133,297	13
		$47,582,715	26

LIABILITIES.

Capital stock,	$26,200,000	00
Funded debt,	3,674,000	00
Unfunded debt, incurred for construction, equipment, etc.,	6,400,816	35
Surplus account,	11,307,898	91
	$47,582,715	26

Delaware River and Lancaster.

Year ending December 31, 1885.

Officers.	Residences.
Robert Crane, President,	—
Isaac W. Guldin, Secretary,	—
Henry Carpenter, Treasurer,	—
Edwin D. North, General Solicitor,	—
E. F. Bertolet, Chief Engineer,	—

General offices at 49 North Duke street, Lancaster, Pa.

Directors.	Residences.
Robert Crane,	112 South Fourth street, Philadelphia.
Isaac W. Guldin,	1042 Chestnut street, Reading.
Henry Carpenter,	Lancaster, Pa.
Robert M. Bolenius,	Lancaster, Pa.
J. K. Lineaweaver,	Columbia, Pa.
C. S. Kauffman,	Columbia, Pa.
D. B. Case,	Marietta, Pa.
Samuel K. Cassel,	Moyerstown, Bucks county, Pa.
Alexander Sellars,	Telford, (Blooming Glen P.O.,) Pa.
E. D. White,	Churchtown, Lancaster county, Pa.
Joel Wenger,	East Earl, Lancaster county, Pa.
Michael M. Sensenig,	Goodville, Lancaster county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lancaster to Delaware river,	83	83

Dillsburg and Mechanicsburg.

Year ending December 31, 1885.

Officers.	Residences.
Frederick Watts, President,	Carlisle.
E. M. Biddle, Secretary and Treasurer,	Carlisle.
Chauncey Ives, Chief Engineer,	Chambersburg.
J. F. Boyd, General Superintendent,	Chambersburg.

Directors.	Residences.
Frederick Watts,	Carlisle.
Thomas B. Kennedy,	Chambersburg.
Henry McCormick,	Harrisburg.
Christian Bender,	Dillsburg.
J. Herman Bosler,	Carlisle.
William Penn Lloyd,	Mechanicsburg.
Joseph Milleisen,	Mechanicsburg.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Dillsburg Junction to Dillsburg, . .	7.7	7.7
Length of single main track, ...	7.7	7.7

Drain and Mapleton.

Year ending December 31, 1885.

J. SIMPSON AFRICA, Esq.,
Secretary of Internal Affairs, Harrisburg, Pa.:

DEAR SIR: There was no improvement made on this road by the above company. It was improved, and is now being occupied, by the Pennsylvania Railroad Company.

D. W. HOLT,
President.

PHILIPSBURG, CENTRE COUNTY, PA., *December 15, 1885.*

Dunkirk, Allegheny Valley and Pittsburgh.

Year ending September 30, 1885.

Officers.	Residences.
Edwin D. Worcester, President, ...	New York.
Dwight W. Pardee, Secretary and Treasurer, ...	New York.
William M. Lester, Local Treasurer and Auditor, ...	Dunkirk, N. Y.
Oscar W. Johnson, General Solicitor, ...	Fredonia, N. Y.
Darwin Thayer, General Superintendent, ...	Dunkirk, N. Y.

General offices at Dunkirk, N. Y.

Directors.	Residences.
Edwin D. Worcester, ...	New York.
Cornelius Vanderbilt, ...	New York.
William K. Vanderbilt, ...	New York.
Frederick W. Vanderbilt, ...	New York.
Samuel F. Barger, ...	New York.
Charles C. Clarke, ...	New York.
Chauncey M. Depew, ...	New York.
Horace J. Hayden, ...	New York.
Dwight W. Pardee, ...	New York.
Darwin Thayer, ...	Fredonia, N. Y.
Oscar W. Johnson, ...	Fredonia, N. Y.
Rasselas Brown, ...	Warren, Pa.

(One vacancy.)

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Dunkirk, N. Y., to Oil City, Pa.,	106.5	64.2
Length of single main track laid,	90.6	48.3

ASSETS.

Cost of road,		$4,558,150	07
Cost of equipment,		262,725	00
Assets as below:			
Cash on hand,	$5,961 97		
Due by agents,	635 08		
Open accounts,	63 19		
Material and supplies,	829 50		
		7,489	74
		$4,828,364	81

LIABILITIES.

Capital stock,	$1,300,000	00
Funded debt,	3,200,000	00
Audited vouchers,	19,953	24
Open accounts,	939	26
Loans from lessee,	210,948	36
Profit and loss, (surplus,)	96,523	95
	$4,828,364	81

Easton and Bangor.

Year ending December 31, 1885.

Officers.	Residences.
William S. Moorhead, President,	Philadelphia, Pa.
William F. Witte, Secretary and Treasurer,	Springtown, Bucks co., Pa.

Directors.	Residences.
William S. Moorhead,	Philadelphia, Pa.
William F. Witte,	Springtown, Bucks co., Pa.
Harry Bottomly,	Philadelphia, Pa.
Robert M. Faust,	Woodbury, N. J.
William R. Dougherty,	Philadelphia, Pa.
Alexander Moorhead,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Easton, Northampton county, to Wind Gap, Northampton county,	16	All.

East Brandywine and Waynesburg.

Year ending December 31, 1885.

Officers.	Residences.
John Cornoy, President,	Downingtown, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
T. M. Storb,	New Holland, Pa.
Amos Diller,	New Holland, Pa.
B. F. Kinzer,	New Holland, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
James McClure,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
John P. Green,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Joseph C. Davis,	Honeybrook, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Downingtown to New Holland,	28.11	28.11
Length of single main track,	28.11	28.11

East Broad Top.

Year ending November 30, 1885.

Officers.	Residences.
William A. Ingham, President,	Philadelphia, Pa.
Edward Roberts, Jr., Vice President,	Philadelphia, Pa.
W. B. Jacobs, Secretary and Treasurer,	Philadelphia, Pa.
A. W. Sims, Chief Engineer, General Manager, General Superintendent, and Division Superintendent,	Orbisonia, Pa.

Directors.	Residences.
A. Pardee,	Hazleton, Pa.
G. B. Markle,	Philadelphia.
Edward Roberts, Jr.,	Philadelphia.
Percival Roberts,	Philadelphia.
Edward R. Wood,	Philadelphia.
F. A. Comly,	Philadelphia.
Charles Hacker,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mount Union to Robertsdale, ...	30	30
Leased Roads.		
Shade Gap railroad, from Rockhill to Shade Gap, ... Length of road, ...	5.50	5.50
Length of single track, . .	5.50	5.50

ASSETS.

Construction account, ...	$865,547	65
Equipment accounts, ...	173,125	29
Real estate account, ...	10,617	75
Engine houses, stations, machine-shops, etc., ...	51,754	88
Rockhill Iron and Coal Company stock, ...	90,360	00
Stores, ...	4,283	48
Ledger balances, ...	129,182	08
Cash in bank and agents' hands, ...	4,872	75
Profit and loss, ...	49,286	68
	$1,379,030	56

LIABILITIES.

Capital stock, ...	$815,602	57
Mortgage bonds, ...	500,000	00
Unfunded debt, ...	43,088	88
Ledger balances, ...	20,339	11
	$1,379,030	56

Eastern Heights.

Year ending December 31, 1885.

Officers.	Residences.
William Carr, President, ...	Pittsburgh, Pa.
Frederic G. Kay, Secretary, ...	Pittsburgh, Pa.
James W. Brown, Treasurer, ...	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
William Carr, ...	Pittsburgh, Pa.
James W. Brown, ...	Pittsburgh, Pa.
George W. Guthrie, ...	Pittsburgh, Pa.
George R. Stewart, ...	Pittsburgh, Pa.
Thomas H. Phelps, ...	Pittsburgh, Pa.
Thomas Wightman, ...	Pittsburgh, Pa.
W. E. Schmertz, ...	Pittsburgh, Pa.
W. L. Vankirk, ...	Pittsburgh, Pa.
James P. Speer, ...	Pittsburgh, Pa.
Frederic G. Kay, ...	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Wilkinsburg, about . .	7	7

East Mahanoy.

Year ending November 30, 1885.

Officers, (elected January 11, 1886.)	Residences.
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	Residences.
F. B. Gowen,	Philadelphia.
I. V. Williamson,	Philadelphia.
John Wanamaker,	Philadelphia.
Peter C. Hollis,	Philadelphia.
Francis I. Gowen,	Philadelphia.
W. W. Harkness,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from East Mahanoy Junction, Pa., to St. Nicholas, Pa.,	7.56	
Length of single main track,	7.56	
Length of second main track,	2.07	All.
Branches.		
Tamanend branch, length of road,	3.40	
Oak Hollow branch, length of road,	1.57	
Hillside colliery branch, length of road,	.40	
Schuylkill colliery branch, length of road,	.92	
North Mahanoy colliery branch, length of road,	.24	

ASSETS.

Construction,	$479,143	44
Real estate,	600	00
Cash,	2,317	55
	$482,060	99

LIABILITIES.

Capital stock,	$410,050	00
Sundry dividends,	717	00
State taxes,	1,230	15
Sundry credits,	70,063	84
	$482,060	99

East Pennsylvania.

Year ending November 30, 1885.

Officers, (elected January 11, 1886.)	Residences.
James F. Smith, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	Residences.
F. B. Gowen,	Philadelphia.
John Wanamaker,	Philadelphia.
I. V. Williamson,	Philadelphia.
Thomas Hart, junior,	Philadelphia.
Beauveau Borie,	Philadelphia.
Peter C. Hollis,	Philadelphia.
G. A. Nicolls,	Reading.
George D. Stitzel,	Reading.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Reading, Pa., to Allentown, Pa.,	36	All.
Length of single main track,	36	
Length of second main track,	18.47	

Eastern and Western Air-Line.

Year ending December 31, 1885.

Officers.	Residences.
T. W. Osborn, President,	New York city, N. Y.
Waldorf H. Phillips, Vice President,	New York city, N. Y.
S. L. Merrill, Second Vice President,	Mannsville, N. Y.
John W. Coley, Secretary,	Tarrytown, N. Y.
W. H. Phillips, Treasurer and General Manager,	New York city, N. Y.
H. A. Schwanecke, Chief Engineer,	Marshall, Ill.
W. C. Mobley, General Superintendent,	Parker, Pa.

General offices at 93 Nassau street, New York. Pennsylvania office, Bissell Block, Pittsburgh.

"This company has been consolidated with companies bearing the same name organized in Ohio, Indiana, Illinois and Iowa. It has no road constructed or in operation in Pennsylvania, and has done no construction there or elsewhere as yet, but is now preparing to commence construction on its projected line in Ohio, where construction will commence in the spring, (1886)."

Directors.	Residences.
T. W. Osborn,	New York city, N. Y.
Waldorf H. Phillips,	New York city, N. Y.
W. C. Mobley,	Parker, Pa.
George L. Artz,	Columbus, Ohio.
J. C. Conkling,	Springfield, Ill.
J. G. Day,	Des Moines, Iowa.
S. L. Merrill,	Mannsville, N. Y.
George E. Hubbard,	New York city, N. Y.
David Phillips,	New York city, N. Y.

Ebensburg and Cresson.

Year ending December 31, 1835.

Officers.	Residences.
A. A. Barker, President,	Ebensburg, Pa.
Abel Lloyd, Secretary,	Ebensburg, Pa.
F. H. Barker, Treasurer,	Ebensburg, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.

Have no general offices. Meetings held at Ebensburg, Pa.

Directors.	Residences.
Wistar Morris,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Wetherill,	Philadelphia, Pa.
George Huntley,	Ebensburg, Pa.
Thomas Davis,	Ebensburg, Pa.
Edmund James,	Ebensburg, Pa.
Thomas Griffiths,	Ebensburg, Pa.
Richard Jones,	Ebensburg, Pa.
Abel Lloyd,	Ebensburg, Pa.
F. H. Barker,	Ebensburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ebensburg to Cresson,	11	11
Length of single main track,	11	11

Edgewood.

Year ending December 31, 1885.

Officers.	Residences.
William H. Shoenberger, President,	—
Edward P. Loy, Secretary,	—
Thomas C. Dickson, Treasurer,	—

Directors.	Residences.
William H. Shoenberger,	Cincinnati, Ohio.
Thomas C. Dickson,	Pittsburgh, Pa.
C. L. Fitzhugh,	Pittsburgh, Pa.
Robert Dickson,	Pittsburgh, Pa.
C. H. Armstrong.*	

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Edgewood Intersection to Hampton coal-fields,	1	1
Length of single main track,	1	1

* Deceased.

Elmira and Williamsport.

Year ending December 31, 1885.

Officers.	Residences.
Thomas Neilson, President,	Philadelphia.
Lewis P. Geiger, Secretary and Treasurer,	Philadelphia.

General offices at 308 Walnut street, Philadelphia.

Directors.	Residences.
Thomas Kimber,	Richmond Hill, N. Y.
William Read Fisher,	Philadelphia, Pa.
Lewis P. Geiger,	Philadelphia, Pa.
William D. Neilson,	Philadelphia, Pa.
Bushrod W. Adams,	Philadelphia, Pa.
Henry A. Fonda,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Williamsport, Pa., (Junction P. & E. railroad,) to Elmira, N. Y., (Junction N. Y., L. E., & W. R. R.	75.5	69

ASSETS.

Construction account,	$2,218,000	00
Equipment account,	352,000	00
Investment account,	3,309	39
Office furniture,	298	44
Cash,	907	90
	$2,574,515	73

LIABILITIES.

Capital, preferred stock,	$500,000	00
Capital, common stock,	500,000	00
Mortgage bonds,	1,000,000	00
Five per cent. bonds,	570,000	00
Coupons,	35	00
Profit and loss account,	4,480	73
	$2,574,515	73

Erie and Pittsburgh.

Year ending December 31, 1885.

Officers.	Residences.
William L. Scott, President,	Erie, Pa.
Joseph McCarter, Vice President,	Erie, Pa.
William Brewster, Secretary and Treasurer,	Erie, Pa.

General offices at Erie, Pa.

Directors.	Residences.
William L. Scott,	Erie, Pa.
George B. Roberts,	Philadelphia, Pa.
Sidney T. Fairchild,	Cazenovia, N. Y.
Joseph McCarter,	Erie, Pa.
Charles Tracy,	Erie, Pa.
Matthew Taylor,	Erie, Pa.
William Brewster,	Erie, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Castle, Pa., to Girard, Pa.,	81	
Length of main track, from Dock junction, Pa., to Erie dock, Pa.,	3.47	84.47

ASSETS.

Construction,	$3,180,937	26
Equipment,	1,895,725	18
Real estate,	8,675	00
Cash,	8,520	96
Sundry securities,	23,429	63
Sundry accounts receivable,	7,549	52
Erie Extension canal,	155,000	00
Profit and loss,	25,397	80
	$5,305,235	35

LIABILITIES.

Capital stock,	$1,998,400	00
First mortgage bonds,	200	00
Second mortgage bonds,	91,800	00
Consolidated mortgage bonds,	2,485,000	00
Equipment mortgage bonds,	685,000	00
Unfunded or floating debt:		
Accounts payable, (account construction,)	21,886	04
Bills payable,	8,000	00
Commonwealth of Pennsylvania, (dividend taxes,)	8,743	00
Sundry accounts payable,	6,206	31
	$5,305,235	35

Erie and Wyoming Valley.

Year ending December 31, 1885.

Officers.	Residences.
John B. Smith, President,	Dunmore, Pa.
George B. Smith, Secretary and Treasurer,	Dunmore, Pa.
A. D. Blackinton, Resident Engineer,	—
E. Van Etten, Superintendent,	Port Jervis, N. Y.

Directors.	Residences.
John B. Smith,	Dunmore, Pa.
John King,	New York.
Edwin H. Mead,	New York.
A. H. McClintock,	Wilkes-Barre, Pa.
E. P. Darling,	Wilkes-Barre, Pa.
George H. Catlin,	Scranton, Pa.
Samuel Hines,	Scranton, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Hawley, Pa., to Wyoming Junction, Pa.,		44	44
Length of single main track,		44	44
Branches.			
Scranton branch, from Hanging Rock to No. 5 breaker,	Length of road,	2	2
	Length of single track	2	2
Brownsville branch, from Spring Brook to breaker,	Length of road,	1	1
	Length of single track,	1	1
Old Forge branch, from Pleasant Valley to breaker,	Length of road,	1	1
	Length of single track,	1	1
Barnum branch, from near Wyoming Junction to breaker,	Length of road,	½	½
	Length of single track,	½	½

ASSETS.

Cost of road and equipment,	$4,112,589	57
Cash,	1,336	56
Bills receivable,	95,530	88
Profit and loss,	47,132	56
	$4,256,589	57
LIABILITIES.		
Capital stock,	$1,500,000	00
First mortgage bonds,	2,500,000	00
Interest on bonds remaining unpaid,	144,000	00
Loans and accounts payable,	112,589	57
	$4,256,589	57

Evergreen.

Year ending November 30, 1885.

Officers.	Residences.
James Callery, President,	Allegheny City, Pa.
A. C. McCallum, Secretary,	Pittsburgh, Pa.
H. D. Campbell, Treasurer,	Allegheny City, Pa.
M. Brown, General Solicitor,	Pittsburgh, Pa.
J. T. Johnson, Division Superintendent,	Allegheny City, Pa.

General offices at Allegheny City, Pa.

Directors.	Residences.
James Callery,	Allegheny City, Pa.
A. G. Hatry,	Pittsburgh, Pa.
A. C. McCallum,	Pittsburgh, Pa.
J. J. Gillespie,	Pittsburgh, Pa.
J. D. Callery,	Allegheny City, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bennett's to Brook's,	4	4

Fairchance and State Line.

Year ending December 31, 1885.

Officers.	Residences.
Isaac A. Jenkins, President,	Ursina, Pa.
M. L. Jenkins, Treasurer,	Sharpsburg, Pa.

General offices at Ursina, Pa.

Directors.	Residences.
H. L. Preisler,	Ursina, Pa.
A. B. McGrew,	Greensburg, Pa.
M. L. Jenkins,	Sharpsburg, Pa.
C. A. Will,	Chicago, Ill.
William Kuhlman,	Ursina, Pa.
T. S. Allison,	Ursina, Pa.

Fayette County.

Year ending December 31, 1885.

Officers.	Residences.
William Beeson, President,	Uniontown, Pa.
J. M. Thompson, Treasurer,	Uniontown, Pa.

Directors.	Residences.
William Beeson,	Uniontown, Pa.
Ewing Brownfield,	Uniontown, Pa.
C. S. Seaton,	Uniontown, Pa.
J. M. Thompson,	Uniontown, Pa.
E. B. Dawson,	Uniontown, Pa.
F. C. Robinson,	Uniontown, Pa.
John K. Ewing,	Uniontown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Uniontown to Connellsville,	12.66	All.

Fort Pitt Incline Plane.

From October 31, 1884, *to June* 30, 1885.

Officers.	Residences.
William Flinn, President,	Pittsburgh, Pa.
S. H. French, Secretary,	Pittsburgh, Pa.
L. H. Williams, Treasurer,	Pittsburgh, Pa.

General offices at 103 Fourth avenue, Pittsburgh, Pa.

Directors.	Residences.
William Flinn,	Pittsburgh, Pa.
L. H. Williams,	Pittsburgh, Pa.
F. L. Stephenson,	Pittsburgh, Pa.
George I. Whitney,	Pittsburgh, Pa.
James J. Booth,	Pittsburgh, Pa.
S. H. French,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from lower to upper station,	350 feet.	All.

ASSETS.

Cost of plane,	$95,300	31
Cash on hand,	235	87
Real estate,	488	40
S. H. French,	34	43
Morris McCue,	38	12
	$96,097	13

LIABILITIES.

Capital stock,	$60,000	00
Bonds,	30,000	00
Bills payable,	2,635	05
Kurtz Bros.,	35	00
State of Pennsylvania,	172	15
Booth & Flinn,	28	00
Carpenter Gas Company,	75	00
W. H. Brown & Co.,	66	34
Wilson, Snyder & Co.,	60	26
Bradley Hardware Company,		55
E. C. Fralich,	13	05
Joseph Eichbaum,	1	30
Vacuum Oil Company,	30	87
G. A. Hays,	62	50
J. C. Henderson,	18	01
Philadelphia Gas Company,	100	00
J. B. Milholland,	5	00
Profit and loss,	2,794	05
	$96,097	13

Frankford and Holmesburg.

Year ending December 31, 1885.

Officers.	Residences.
Andreas Hartel, President,	Holmesburg.
Joseph H. Brown, Secretary,	Holmesburg.
William Rowland, junior, Treasurer,	Holmesburg.

Directors.	Residences.
Edmund Smith,	Philadelphia.
B. Frank Crispin,	Philadelphia.
Presley Blakiston,	Philadelphia.
Andreas Hartel,	Holmesburg.
Joseph Hartel,	Holmesburg.
William Rowland, junior,	Holmesburg.
George S. Clark,	Holmesburg.
Joseph H. Brown,	Holmesburg.
Jonathan Rowland,	Holmesburg.
Alfred Dungan,	Bustleton.
Isaac W. Tomlinson,	Bustleton.
William Dedaker,	Bustleton.
Jamison Lott,	Bustleton.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Holmesburg junction to Bustleton,	4.16	4.16
Length of single main track,	4.16	4.16

Germantown, Norristown and Phœnixville.

Year ending December 31, 1885.

Officers.	Residences.
Edmund Smith, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	Residences.
D. B. Cummins,	Philadelphia.
J. N. DuBarry,	Philadelphia.
J. P. Green,	Philadelphia.
H. H. Houston,	Philadelphia.
Wistar Morris,	Philadelphia.
G. B. Roberts,	Philadelphia.
N. P. Shortridge,	Philadelphia.
John C. Sims, junior,	Philadelphia.
Henry D. Welsh,	Philadelphia.
J. P. Wetherill,	Philadelphia.

Gettysburg and Harrisburg.

Year ending December 31, 1885.

Officers.	Residences.
J. C. Fuller, President	Philadelphia.
John M. Butler, Secretary and Treasurer,	114 South Third street, Philadelphia.

Directors.	Residences.
J. C. Fuller,	Philadelphia.
Jay Cooke,	Philadelphia.
Jay Cooke, junior,	Philadelphia.
B. J. Woodward,	Philadelphia.
Spencer Erwin,	Philadelphia.
Charles D. Barney,	Philadelphia.
John M. Butler,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hunter's Run to Gettysburg,	21.6	21.6
Branches.		
Round Top branch, from Gettysburg to Round Top, Length of road,	3	3

ASSETS.

Construction,	$518,625	27
Equipment,	48,863	64
Supplies,	3,169	32
Interest on bonds during construction,	31,720	73
	$602,378	96

LIABILITIES.

Capital stock,	$250,000	00
Funded debt,	280,000	00
Unfunded debt,	72,378	96
	$602,378	96

Greenlick Narrow Gauge.

Year ending December 31, 1885.

Officers.	Residences.
Daniel H. Pershing, President,	Stauffer's Station, Pa.
Nathaniel Miles, Secretary and Treasurer,	Scottdale, Pa.
D. H. Pershing, General Superintendent,	Stauffer's Station, Pa.
David White, Division Superintendent,	Scottdale, Pa.

General offices at Scottdale, Westmoreland county, Pa.

Directors.	Residences.
D. H. Pershing,	Stauffer's Station, Pa.
H. C. Frick,	Pittsburgh, Pa.
Edwin Miles,	Pittsburgh, Pa.
George K. Miles,	Pittsburgh, Pa.
Joseph R. Stauffer,	Scottdale, Pa.
David White,	Scottdale, Pa.
George A. Hogg,	Hogg's P. O., Westmoreland county, Pa.
George E. Hogg,	Brownsville, Pa.
Nathaniel Miles,	Scottdale, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Greenlick to Mt. Vernon mines,	3.56	3.56

ASSETS.

Construction,		$37,002	77
Cash,		79	06
Accounts receivable,		447	30
		$37,529	13
LIABILITIES.			
Capital stock,	$31,650 00		
Capital ledger accounts,	439 02		
		$32,089	02
Notes payable,	$3,413 90		
Accounts payable,	946 26		
		4,360	16
Profit and loss—surplus,		1,079	95
		$37,529	13

Hanover and York.

Year ending November 30, 1885.

Officers.	Residences.
John S. Young, President,	Hanover, Pa.
E. G. Smyser, Vice President,	York, Pa.
Lewis Grove, Secretary,	Hanover, Pa.
John H. Alleman, Treasurer,	Hanover, Pa.
Directors.	**Residences.**
George D. Klinefelter,	Hanover, Pa.
Vincent O. Bold,	Hanover, Pa.
Samuel Bechtol,	Hanover, Pa.
William J. Young,	Hanover, Pa.
Isaac Loucks,	Hanover, Pa.
William Young, senior,	Hanover, Pa.
T. H. Glatfelter,	Spring Forge, Pa.
Michael Schall,	York, Pa.
E. G. Smyser,	York, Pa.
W. Latimer Small,	York, Pa.
Henry Small,	York, Pa.
Harris Wilson,	Wrightsville, Pa.

Hanover Junction, Hanover and Gettysburg.

Year ending December 31, 1885.

Officers.	Residences.
A. W. Eichelberger, President,	Hanover, Pa.
R. M. Wirt, Secretary and Treasurer,	Hanover, Pa.
D. A. Wills, General Solicitor,	Gettysburg, Pa.
H. D. Scott, General Superintendent,	Gettysburg, Pa.

Directors.	Residences.
Peter Flickinger,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
William Grumbine,	Hanover, Pa.
R. Young,	Hanover, Pa.
H. A. Young,	Hanover, Pa.
R. M. Wirt,	Hanover, Pa.
Matthew Eichelberger,	Gettysburg, Pa.
D. A. Wills,	Gettysburg, Pa.
William Buehler,	Baltimore, Md.
C. W. Slagle,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hanover Junction to Ortanna,	38	38
Length of single main track,	38	38

ASSETS.

Cost of road,	$407,282	81
Equipment,	174,751	28
Real estate,	17,200	00
Stocks in other railroads,	111,450	00
Materials on hand,	7,000	00
Cash,	11,089	25
Bills receivable,	32,456	57
	$761,229	91

LIABILITIES.

Capital stock,	$116,850	00
Funded debt,	250,000	00
Unfunded debt,	4,000	00
Balances due corporations,	17,000	00
Unclaimed dividends,	824	00
Profit and loss,	372,555	91
	$761,229	91

Harrisburg, Portsmouth, Mt. Joy and Lancaster.

Year ending December 31, 1885.

Officers.	Residences.
Edmund Smith, President,	Philadelphia, Pa.
Taber Ashton, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Edmund Smith,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
John M. Kennedy,	Philadelphia, Pa.
James Young,	Middletown, Pa.
Lewis Elkin,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Dillerville Junction to Market street, Harrisburg,	35.75	35.75
Length of single main track,	25.59	25.59
Length of second main track,	10.16	10.16
Length of third main track,	3.07	3.07
Branches.		
Columbia branch, from Columbia to branch intersection, — Length of road,	18.15	18.15
Columbia branch, from Columbia to branch intersection, — Length of double track,	18.15	18.15

Harrisburg and Potomac.

Year ending December 31, 1885.

Officers.	Residences.
Thomas W. Ahl, President,	Boiling Springs, Pa.
Asbury Derland, Secretary and Treasurer,	Boiling Springs, Pa.
H. K. Nichols, Chief Engineer,	Philadelphia, Pa.
John E. Wooten, General Manager,	Philadelphia, Pa.
Robert H. Middleton, General Superintendent,	Boiling Springs, Pa.

General offices at Boiling Springs, Pa.

Directors.	Residences.
Thomas W. Ahl,	Boiling Springs, Pa.
D. V. Ahl,	Newville, Pa.
J. J. Dull,	Harrisburg, Pa.
A. W. Eichelberger,	Hanover, Pa.
A. H. O'Brien,	Philadelphia, Pa.
C. H. Quarles,	Philadelphia, Pa.
William B. Scott,	Philadelphia, Pa.
William H. Brown,	Philadelphia, Pa.
Asbury Derland,	Boiling Springs, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Bowmansdale to Shippensburg, Pa.,		32	32
Length of single main track, ...		32	32
Branches.			
Philadelphia and Reading ore bank branch, from near Boiling Springs to ore bank, ...	Length of road, ...	2	2
	Length of single track, . .	2	2
Peffer branch, from near Boiling Springs, to ore bank, ...	Length of road, ...	.6	.6
	Length of single track, . .	.6	.6
Cleversburg branch, from Cleversburg junction, to No. 1. ore bank,	Length of road, ...	2.9	2.9
	Length of single track, . .	2.9	2.9

Harrisburg and Western.

Year ending December 31, 1885.

Officers.	Residences.
Robert H. Sayre, President, ...	South Bethlehem, Pa.
William T. Sanger, Secretary and Treasurer, ...	Harrisburg, Pa.

General office at Harrisburg, Pa.

Directors.	Residences.
Richard K. Sheldon, ...	Philadelphia, Pa.
William T. Sanger, ...	Harrisburg, Pa.
Frederick J. Grotevent, ...	Harrisburg, Pa.
Hughes Oliphant, ...	Harrisburg, Pa.
George H. Kent, ...	New York city.
Charles A. Pool, ...	New York city.

Huntingdon and Broad Top Mountain.

Year ending December 31, 1885.

Officers.	Residences.
B. Andrews Knight, President, ...	Philadelphia, Pa.
J. P. Donaldson, Secretary and Treasurer, ...	Philadelphia, Pa.
James W. Paul, General Solicitor, ...	Philadelphia, Pa.
John Fulton, Consulting Engineer, ...	Johnstown, Pa.
George F. Gage, General Manager, ...	Huntingdon, Pa.

General offices at Philadelphia and Huntingdon, Pa.

Directors.	Residences.
Rathmell Wilson,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
John Devereux,	Philadelphia, Pa.
James Long,	Philadelphia, Pa.
Jacob Naylor,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.
Charles W. Wharton,	Philadelphia, Pa.
James Whitaker,	Philadelphia, Pa.
Spencer M. Janney,	Philadelphia, Pa.
William J. Barr,	Philadelphia, Pa.
M. E. McDowell,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Huntingdon to Mount Dallas,		45	45
Length of single main track,		45	45
Branches.			
Shoup's branch, from Saxton to Broad Top City,	Length of road,	9.5	9.5
	Length of single track,	9.5	9.5
Six Mile Run branch, from Riddlesburg to Edge Hill,	Length of road,	4	4
	Length of single track,	4	4
Sandy Run branch, from Hopewell (new) to Cambria mine,	Length of road,	2.7	2.7
	Length of single track,	2.7	2.7
Long's Run (branch Sandy Run) branch, from Long's Run Junction to Kearney,	Length of road,	3	3
	Length of single track,	3	3

ASSETS.

Construction and equipment,		$5,609,086	69
Roadway and transportation expenses,		179,290	98
Mines and real estate, (taxes,)		329	97
Interest on bonds,	$131,580 00		
Interest on scrip,	8,275 21		
Interest account,	949 90		
		140,805	11
Excise tax, (State of Pennsylvania,)		5,089	18
Incidental expenses, Philadelphia office,		18,423	08
Insurance account,		1,657	80
Book accounts,		16,446	55
R. Wilson and James Long, trustees,		118,895	00
Girard Life Insurance, Annuity and Trust Company, trustee,		40,560	00
Real estate,		54,984	73
General supplies, (stock on hand,)		11,392	05
Cash,		58,180	74
		$6,255,141	78

LIABILITIES.

Stock, preferred,		$1,985,250	00
Stock, common,		1,368,950	00
Bonds, first mortgage loan,		416,000	00
Bonds, second mortgage loan,		367,500	00
Bonds, consolidated mortgage loan,		1,497,000	00
Scrip, first and second mortgage loans,		118,895	00
Scrip converted into preferred stock,		1,152	20
Scrip converted into common stock,		1,284	00
Freights, passengers, &c.,	$371,000 33		
Royalty of mines and rents,	675 38		
		371,675	71
Book accounts,		15,287	62
Dividend account,		157	50
Huntingdon and Broad Top C. trust cars,		45,611	38
Profit and loss,		66,378	37
		$6,255,141	78

Ironton.

Year ending December 31, 1885.

Officers.	Residences.
Samuel Thomas, President,	Catasauqua, Pa.
John T. Knight, Secretary and Treasurer,	Easton, Pa.
William Andrews, General Superintendent,	Ironton, Pa.

General offices at Ironton, Pa.

Directors.	Residences.
Samuel Thomas,	Catasauqua, Pa.
Benjamin G. Clark,	New York city.
John T. Knight,	Easton, Pa.
John Thomas,	Hokendauqua, Pa.
Edwin Mickley,	Hokendauqua, Pa.
William W. Marsh,	Schooley's Mountain, N. J.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Coplay to Ironton and Orefield,	9.33	All.
Length of single main track,	9.33	All.

ASSETS.

Railroad,	$200,000	00
Bills receivable,	43,562	21
Cash,	3,316	24
	$246,878	45

LIABILITIES.

Capital stock,	$200,000	00
Profit and loss,	46,878	45
	$246,878	45

Jamestown and Franklin.

Year ending December 31, 1885.

Officers.	Residences.
James Miles, President,	Miles Grove, Pa.
John C. Cornwell, Secretary,	Stoneboro', Pa.
Robert P. Cann, Treasurer,	Stoneboro', Pa.

General offices at Stoneboro', Pa.

Directors.	Residences.
Rasselas Brown,	Warren, Pa.
John S. McCalmont,	Franklin, Pa.
William Gibson,	Jamestown, Pa.
J. C. Cornwell,	Stoneboro', Pa.
O. G. Getzen-Danner,	Cleveland, O.
J. W. Osborne,	Kalamazoo, Mich.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Jamestown, Pa., to Oil City, Pa.,	51.10	51.10
Branches.		
Coal mine branch, length of road,	2.53	2.53

ASSETS.

Construction,		$2,538,458	84
Coal lands,		34,607	79
Central Trunk Railway Company,		8,236	69
Cash,		96	93
Profit and loss,		7,002	15
		$2,588,402	40

LIABILITIES.

Capital stock,		$601,200	00
Orders for stock,		610	50
Sundry persons for payments on stock,		5,432	50
First mortgage bonds,	$298,000 00		
Second mortgage bonds,	500,000 00		
		798,000	00
Lake Shore and Michigan Southern Railway Company,		1,183,159	40
		$2,588,402	40

Jefferson.

Year ending December 31, 1885.

Officers.	Residences.
Samuel Hines, President,	—
Augustus R. Macdonough, Secretary,	—
Edward White, Treasurer,	—
B. Thomas, General Superintendent of N. Y., L. E. and W. R. R.,	—
E. Van Etten, Superintendent of the Delaware division of the N. Y., L. E. and W. R. R.,	—

General offices at Scranton, Pa.

Directors.	Residences.
Samuel Hines,	Scranton, Pa.
Horatio S. Pierce,	Scranton, Pa.
William A. May,	Scranton, Pa.
J. Lowber Welsh,	Philadelphia, Pa.
John King,	New York city, N. Y.
Augustus R. Macdonough,	New York city, N. Y.

(One vacancy.)

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lanesborough to Carbondale,	36.686	36.686
Length of second main track,	7.506	7.506
Length of single main track, from Hawley to Honesdale,	8.183	8.183

Junction.

Year ending December 31, 1885.

Officers.	Residences.
Isaac Hinckley, President,	Philadelphia, Pa.
John C. Sims, junior, Secretary,	Philadelphia, Pa.
Robert Craven, Treasurer,	Ridley Park, Pa.
A. Feldpauche, Engineer,	Philadelphia, Pa.
William F. Lockard, Superintendent,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia.

Directors.	Residences.
Isaac Hinckley,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
G. deB. Keim,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Belmont to Thirty-fourth street, and Market street tunnel to Gray's Ferry,	3.56	3.56
Length of single main track,	7.12	7.12
Length of second main track,	3.56	3.56

ASSETS.

Construction,	$1,062,000	50
Cash,	95,982	21
	$1,157,982	71

LIABILITIES.

Capital stock,	$250,000	00
Funded debt,	725,000	00
Profit and loss,	182,982	71
	$1,157,982	71

Kendall and Eldred.

Year ending September 30, 1885.

Officers.	Residences.
F. S. Buell, Secretary and Treasurer,	Buffalo, N. Y.

Directors.	Residences.
G. Clinton Gardner,	New York city.
C. H. Allen,	New York city.
A. N. Martin,	Summit, N. J.
J. N. Seligman,	New York city.
B. K. Jamison,	Philadelphia, Pa.
C. H. Clark,	Philadelphia, Pa.
E. N. Clark,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Eldred, Pa., to Tarport, Pa.,	18	18

Kensington and Tacony.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.
William H. Brown, Chief Engineer,	Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
John P. Green,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
W. L. Elkins,	Philadelphia, Pa.
John P. Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

*Main Line.**	Whole length in miles.	Length in Penn'a.
Length of main line, from Tioga street and Philadelphia and Trenton railroad to Tacony,	5	5

*The Kensington and Tacony railroad is under construction.

Keystone Coal Company's.

Year ending December 31, 1885.

Officers.	Residences.
Henry A. Stiles, President,	Philadelphia, Pa.
F. H. Williams, Secretary and Treasurer,	——

Directors.	Residences.
Henry A. Stiles,	Philadelphia, Pa.
John H. Small,	York, Pa.
Jonathan Steward,	Trenton, N. J.
Augustus G. Richey,	Trenton, N. J.
Henry T. Weld,	Baltimore, Md.
George F. Baer,	Reading, Pa.
James P. Scott,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Keystone mines to Keystone junction,	5.5	5.5

Lake Shore and Michigan Southern.

Year ending December 31, 1885.

Officers.	Residences.
John Newell, President,	Cleveland, Ohio.
E. D. Worcester, Vice President, Secretary, and Treasurer,	New York city, N. Y.
Ashley Pond, General Solicitor,	Detroit, Mich.
L. H. Clarke, Chief Engineer,	Cleveland, Ohio.
John Newell, General Manager,	Cleveland, Ohio.
P. P. Wright, General Superintendent,	Cleveland, Ohio.
Charles B. Couch, Division Superintendent,	Cleveland, Ohio.
G. H. McIntire, Division Superintendent,	Youngstown, Ohio.
C. P. Leland, Auditor,	Cleveland, Ohio.

General offices at Cleveland, Ohio.

Directors.	Residences.
Cornelius Vanderbilt,	New York.
William K. Vanderbilt,	New York.
Frederick W. Vanderbilt,	New York.
Samuel F. Barger,	New York.
John E. Burrill,	New York.
Darius O. Mills,	New York.
Edwin D. Worcester,	New York.
William L. Scott,	Erie, Pa.
Charles M. Reed,	Erie, Pa.
Rasselas Brown,	Warren, Pa.
John Newell,	Cleveland, Ohio.
Jephtha H. Wade,	Cleveland, Ohio.

(One vacancy.)

CAPITAL STOCK.

Amount authorized by law,		$50,000,000	00
Amount authorized by votes of company,		50,000,000	00
Amount subscribed,		50,000,000	00
Amount now paid in, Common,	$49,466,500 00	50,000,000	00
Amount now paid in, Special or preferred,	533,500 00		
Number of shares issued,	500,000		
Amount paid in on each share,		100	00
Par value of each share,		100	00

DEBT.

Date of Issue.	Name and Character.	Miles included in mortgage.	When due.	Amount outstanding.	Rate of Interest and when payable.
July 1, 1870	Lake Shore and Michigan Southern—consolidated 1st mortgage sinking fund.	864	July 1, 1900	$15,041,000	7 p. ct., reg. Jan., April, July, and Oct. Coupon Jan. and July.
Apr. 1, 1869	Lake Shore railway—dividend bonds.	258	Apr. 1, 1899	1,356,000	7 p. ct., April and October.
Oct. 1, 1867	Cleveland, Painesville and Ashtabula—3d mortgage.	95	Oct. 1, 1892	920,000	7 p. ct., April and October.
Apr. 1, 1866	Cleveland and Toledo—2d mortgage.	162	Apr. 1, 1886	849,000	7 p. ct., April and October.
Sept. 1, 1866	Buffalo and State Line—mortgage.	88	Sep. 1, 1886	300,000	7 p. ct., March and September.
Apr. 1, 1863	Buffalo and Erie—mortgage, . .	88	Apr. 1, 1898	2,784,000	7 p. ct., April and October.
	Total amount outstanding of the 1st general mortgage of $25,000,000, ...	. .	. . . . .	$21,250,000	
Dec. 1, 1873	Lake Shore and Michigan Southern—consolidated 2d general mortgage, ...	864	Dec. 1, 1903	24,692,000	7 p. ct., June and December.
Total funded debt—Lake Shore and Michigan Southern Railway company proper, . .				$45 942 000	All seven per cent.
Aug. 1, 1876	Detroit, Monroe and Toledo—1st mortgage, (guaranteed by L. S. and M. S.)	62	Aug. 1, 1906	924,000	7 p. ct., February and August.
Sept. 1, 1869	Kalamazoo and White Pigeon—1st mortgage.	37	Jan. 1, 1890	400,000	7 p. ct., January and July.
Oct. 1, 1867	Schoolcraft and Three Rivers—1st mortgage.	12	July 1, 1887	100,000	8 p. ct., January and July.
Oct. 1, 1867	Kalamazoo and Schoolcraft—1st mortgage.	13	July 1, 1887	100,000	8 p. ct., January and July.

Total amount of funded debt, ...	$47,466,000
Funded debt as per last report, ...	$46,192,000
Total cash realized from capital stock and debt, ...	97,466,000

COST.

Total cost of roads owned to date, ...	$66,700,000	00
Average of same per mile of road laid, ...	$77,121	43
Average of same per mile of single track, ...	59,874	32
Proportion of same for Pennsylvania, ...	3,803,628	93
Total cost of equipment owned, ...	$17,300,000	00
Average cost of equipment per mile of road owned by company, .	16,879	03
Average cost of equipment per mile of road operated by company, .	12,907	07
Proportion of same for Pennsylvania, ...	1,294,072	54
Cost of road and equipment per mile of road owned by company, .	94,000	46
Proportion of same for Pennsylvania, ...	4,636,102	69
Total cost of roads and equipments, ...	$84,000,000	00
Proportion of same for Pennsylvania, ...	5,930,175	23

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Buffalo to Chicago, *via* Norwalk and Adrian,		540.49	44.06
Length of single main track,		540.49	44.06
Length of second main track,		249.13	44.06
Branches.			
Sandusky branch, from Elyria junction to Millbury junction,	Length of road,	72.95	
	Length of single track,	72.95	
	Length of double track,	17.11	
Sandusky Pier branch, from junction at Sandusky to Old Depot at Sandusky,	Length of road,	3.72	
	Length of single track,	3.72	
Ashtabula branch, from Ashtabula Harbor to Jamestown,	Length of road,	38.31	5.26
	Length of single track,	38.31	5.26
Connecting branch, with D. A. V. & P. R. R. at Dunkirk,	Length of road,	1.50	
	Length of single track,	1.50	
Air Line branch, from Air Line junction to Elkhart,	Length of road,	130.83	
	Length of single track,	130.83	
Detroit branch, from Air Line junction to Detroit,	Length of road,	62.36	
	Length of single track,	62.36	
Jackson branch, from Lenawee junction to Jackson,	Length of road,	41.98	
	Length of single track,	41.98	
Monroe branch, from Lenawee junction to Monroe,	Length of road,	29.37	
	Length of single track,	29.37	
Palmyra branch, from Palmyra to Adrian,	Length of road,	5.72	
	Length of single track,	5.72	
Kalamazoo branch, from White Pigeon to Kalamazoo,	Length of road,	36.57	
	Length of single track,	36.57	
Lansing branch, from Jonesville to North Lansing,	Length of road,	61.14	
	Length of single track,	61.14	
Leased Roads.			
Jamestown and Franklin, from Jamestown to Oil City,	Length of road,	50.91	50.91
	Length of single track,	50.91	50.91
Mahoning Coal, from Youngstown to Andover, including four coal branches,	Length of road,	43.05	
	Length of single track,	43.05	
Kalamazoo, Allegan and Grand Rapids, from Kalamazoo to Grand Rapids,	Length of road,	58.42	
	Length of single track,	58.42	
Detroit, Hillsdale and South-Western, from Ypsilanti to Bankers,	Length of road,	65.20	
	Length of single track,	65.20	
Ft. Wayne and Jackson, from Ft. Wayne to Jackson,	Length of road,	97.83	
	Length of single track,	97.83	
Summary.			
Length of main line,		540.49	44.06
Length of branches owned by the company,		484.45	5.26
Length of leased roads,		315.41	50.91
Total length of all roads owned, leased, and operated,		1,340.35	100.23
Length of second track,		266.24	44.06
Length of sidings and other tracks not above enumerated,		549.23	46.46
Length of all tracks,		2,155.82	190.75

Gauge.

Gauge of lines, ... 4 ft. 8½ in.

Track.

Miles of track laid with steel rail on lines owned, leased, or operated, whole length, 1,595.36; in Pennsylvania, . 158.38

Miles of track laid with iron rail on lines owned, leased, or operated, whole length, 560.46; in Pennsylvania, . 32.37

Weight of rail per yard, . . { Steel, on branches, 52, 56, 60 lbs.; on main line, . 60 and 65 lbs
Iron, on branches, . . . 56 and 60 lbs

EARNINGS—Summary.

Passenger transportation, local and through,			$3,639,375	06
Freight transportation, local,	$7,240,365	45		
" " through,	1,791,052	02		
			9,031,417	47
Mail service,	$780,359	28		
Express service,	331,744	53		
			1,112,103	81
Miscellaneous,			350,609	81
Total,			$14,133,506	15

EXPENSES—Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	$1,069,004	61	$2,549,511	70	$3,618,516	31
Motive power,	816,190	53	1,480,350	06	2,296,540	59
Maintenance of way,	558,868	44	1,055,909	08	1,614,777	52
Maintenance of cars,	181,753	75	604,495	64	786,249	39
General expenses,	279,001	39	692,451	93	971,453	32
Total operating expenses,					$9,287,537	13
Total expenditures during the year,					$9,287,537	13

Operating expenses, 65.71 per cent. of earnings.

Earnings per mile of road operated,	$10,544	64
Expenses per mile of road operated,	6,929	19
Net earnings,	4,845,969	02

ASSETS.

Lake Shore and Michigan Southern railway and branches,		$66,700,000	00
Equipment: 535 locomotives; 17,512 cars,		17,300,000	00
Detroit, Monroe and Toledo railroad,	62.36 miles,	1,381,000	00
Kalamazoo and White Pigeon,	36.57 miles,	610,000	00
North Central Michigan,	61.14 miles,	1,357,000	00
Jamestown and Franklin,	51.00 miles,	2,148,559	40
Chicago and Canada Southern railway stock and bonds,		715,000	00
New York, Chicago and St. Louis railway stock,		6,527,000	00
Pittsburgh and Lake Erie railroad stock and dividend scrip,		2,141,111	18
Cleveland, Lorain and Wheeling railroad stock,		717,000	00
Stock in other companies,		2,049,245	14
Pacific Hotel Company, Chicago, stock and bonds,		440,712	50
General office property and other real estate,		365,779	61
Supplies, rails, fuel, etc.,		673,473	80
Cash,		235,795	10
Uncollected earnings,		1,588,590	18
Valley railway, (Cleveland advances,)		277,987	86
		$105,228,854	77

LIABILITIES.

Capital stock: Common, $49,466,500; guaranteed, $533,500,		$50,000,000	00
Funded debt:			
Lake Shore and Michigan Southern railway,	864.87 miles,	45,942,000	00
Detroit, Monroe and Toledo railway,	62.36 miles,	924,000	00
Kalamazoo and White Pigeon railway,	36.57 miles,	600,000	00
December pay-rolls, vouchers, etc.,		1,131,669	83
Dividend paid February 1, 1886, viz: 5 per cent. semi-annually, on $533,500, guaranteed stock,		26,675	00
Income, or profit and loss account,		6,604,509	94
		$105,228,854	77

STOCKS AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue. None.

Paid in dividends, on guaranteed stock,	$53,350	00
Interest on funded debt and rentals of leased lines,	3,814,106	25
Paid into sinking fund,	250,000	00
Balance for the year, or surplus, from earnings, $978,512 77; balance is from premium on bonds sold,	2,057,253	41
Surplus at commencement of year,	4,547,256	53
Total surplus,	6,604,509	94
Surplus invested as follows:		
Cash and loans,	235,795	10
Balance of accounts due company,	1,866,578	04
Material, fuel, and stores,	673,473	80
Other items,	3,828,663	00

Lancaster and Reading Narrow-Gauge.

Year ending December 31, 1885.

Officers.	Residences.
A. H. Peacock, President,	—
William Leaman, Secretary and Treasurer,	—

Directors.	Residences.
A. H. Peacock,	Lancaster, Pa.
John D. Skiles,	Lancaster, Pa.
John R. Bitner,	Lancaster, Pa.
John Keller,	Lancaster, Pa.
Henry Carpenter,	Lancaster, Pa.
Christopher Geiger,	Lancaster, Pa.
B. F. Breneman,	Lancaster, Pa.
William Leaman,	Lancaster, Pa.
Amos Hollinger,	Lancaster, Pa.
George W. Hensel,	Quarryville, Pa.
C. M. Hess,	Quarryville, Pa.
Daniel D. Hess,	Quarryville, Pa.
Daniel Herr,	Reiton, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lancaster to Reading,*	34	34
Branches.		
Quarryville branch, from Lancaster to Quarryville, length of road,	15½	15½

* No part of main line constructed.

Lawrence.

Year ending December 31, 1885.

Officers.	Residences.
Lewis H. Meyer, President,	New York city, N. Y.
John J. Haley, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
Lewis H. Meyer,	New York.
Charles W. Cass,	New York.
Charles Lanier,	New York.
J. N. McCullough,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
R. W. Cunningham,	New Castle, Pa.
John N. Hutchinson,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lawrence Junction, Pa., to Youngstown, Ohio,	17.98	9.363
Length of single main track,	17.98	9.363
Branches.		
Canfield branch, from Canfield Junction to Foster coal bank, length of road,	4.06	

ASSETS.

Construction,	$830,183	95
Sinking fund,	43,690	26
Bond investment,	3,424	33
Lessee company rent,	8,817	25
T. D. Messler, trustee,	4,809	74
Winslow, Lanier & Company,	385	00
Cash account,	13,572	48
	$904,883	01

LIABILITIES.

Capital stock,	$500,000	00
Mortgage bonds,	355,000	00
Commonwealth of Pennsylvania,	1,098	62
Sundry accounts,	666	00
Coupons unpaid,	560	00
Balance to credit of income account,	47,558	39
	$904,883	01

Lehigh and Lackawanna.

Year ending December 31, 1885.

Officers.	Residences.
F. C. Yarnall, President,	Philadelphia.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia, Pa.

Directors.	Residence.
J. S. Harris,	Philadelphia.
E. W. Clark,	Philadelphia.
F. Hazard,	Mauch Chunk.
Edward Lewis,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bethlehem to Chapman's,	15	15
Length of single main track,	15	15
Branches.		
Wind Gap branch, Length of road,	10	10
Wind Gap branch, Length of single track,	10	10

ASSETS.

Lehigh and Lackawanna railroad construction,	$976,211	66
	$976,211	66

LIABILITIES.

Capital stock, 7,502 shares,	$375,100	00
First mortgage bonds, due 1907,	100,000	00
Second mortgage bonds, due 1907,	500,000	00
Lehigh Coal and Navigation Company,	1,111	66
	$976,211	66

Lehigh and Susquehanna.

Year ending December 31, 1885.

Same as the Lehigh Coal and Navigation Company. No separate organization or officers.

General offices at Philadelphia, Pa.

Lehigh Valley.

Year ending November 30, 1885.

Officers.	Residences.
Elisha P. Wilbur, President,	Bethlehem, Pa.
Charles Hartshorne, Vice President,	Philadelphia, Pa.
John R. Fanshawe, Secretary,	Philadelphia, Pa.
William C. Alderson, Treasurer,	Philadelphia, Pa.
Henry S. Drinker, General Solicitor,	Philadelphia, Pa.
A. W. Stedman, Chief Engineer,	Mauch Chunk, Pa.
John Taylor, General Traffic Manager,	Mauch Chunk, Pa.
H. Stanley Goodwin, General Superintendent,	Bethlehem, Pa.
James I. Blakslee, Division Superintendent,	Mauch Chunk, Pa.
A. Mitchell, Division Superintendent,	Wilkes-Barre, Pa.
James Donnelly, Division Superintendent,	Easton, Pa.
A. G. Brodhead, Division Superintendent,	Mauch Chunk, Pa.

General offices at 228 South Third street, Philadelphia, Pa.

Directors.	Residences.
Charles Hartshorne,	Philadelphia, Pa.
William L. Conyngham,	Wilkes-Barre, Pa.
Ario Pardee,	Hazleton, Pa.
William A. Ingham,	Philadelphia, Pa.
George B. Markle,	Philadelphia, Pa.
Robert H. Sayre,	Bethlehem, Pa.
James I. Blakslee,	Mauch Chunk, Pa.
Joseph Patterson,	Philadelphia, Pa.
John R. Fell,	Philadelphia, Pa.
Robert A. Lamberton,	Bethlehem, Pa.
John B. Garrett,	Philadelphia, Pa.
Charles O. Skeer,	Mauch Chunk, Pa.

CAPITAL STOCK.

Amount of stock,	$33,098,700		
Scrip not yet converted,	400	$33,099,100	00
Amount now paid in, Common,	$32,992,400		
Amount now paid in, Special or preferred,	106,300	33,098,700	00
Number of shares issued,	661,967		
Amount paid in on each share,		50	00
Par value of each share,		50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June 1, 1898, bear interest at 6 per cent., which is payable June 1 and December 1,) amount, . . .	$5,000,000	00
Second mortgage bonds, (due September 4, 1910, bear interest at 7 per cent., which is payable March 1 and September 1,) amount. ..	6,000,000	00
Consolidated mortgage bonds, ($10,129,000, December 1, 1923; $3,507,000, annually until December 1, 1897, $1,011,000 perpetual; all bear interest at 6 per cent., which is payable June 1 and December 1,) amount, ...	14,647,000	00
Total amount of funded debt, ...	$25,647,000	00
Unfunded Debt.		
Total amount of unfunded debt, less cash on hand, ...	None.	—
Funded debt as per last report, ... $24,686,000		
Unfunded debt as per last report, ... None.		

COST.

Total cost of roads owned to date, ...	$23,878,405	84
Proportion of same for Pennsylvania, ...	$14,663,280	78
Total cost of equipment owned, ...	$12,986,314	66
Total cost of roads and equipment, ...	36,864,720	50

CHARACTERISTICS OF ROAD.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Perth Amboy, N. J., to Wilkes-Barre, Pa., ...		159.61	99.61
Length of single main track, ...		27.26	27.26
Length of second main track, ...		132.35	72.35
Branches.			
Beaver Meadow branch, from Penn Haven Junction to Audenried, . .	Length of road, ...	16.64	16.64
	Length of single track,..	6.05	6.05
	Length of double track,.	10.59	10.59
Hazleton branch, from Hazleton Creek bridge to Tomhickon and branches,	Length of road, ...	33.05	33.05
	Length of single track,..	24.12	24.12
	Length of double track,.	8.93	8.93
Lehigh Luzerne branch, from lumber yard to Milnersville and branch,. .	Length of road, ...	19.88	19.88
	Length of single track,..	18.55	18.55
	Length of double track,.	1.33	1.33
Mahanoy branch, from Black Creek junction to Mt. Carmel and branch,	Length of road, ...	65.78	65.78
	Length of single track,..	34.77	34.77
	Length of double track,.	31.01	31.01
Clinton branch, from Lansdown, N. J., to Clinton, N. J., ...	Length of road, ...	2.05	
	Length of single track,..	2.05	
Flemington branch, from Flemington junction N. J., to Flemington, N. J.,	Length of road, . . .	1.91	
	Length of single track,..	1.91	
Paper-mill branch, from Musconectong, N. J., to Warren paper-mill, .	Length of road, . . .	1.95	
	Length of single track,..	1.95	
Slatedale branch, from Slatington to Slatedale, ...	Length of road, ...	4.06	4.06
	Length of single track,..	4.06	4.06
Bear Creek branch, from Bear Creek to Meadow Run, ...	Length of road, ...	12.08	12.08
	Length of single track,..	12.08	12.08

Leased Roads.

Part of Pennsylvania and New York canal and railroad company, from Wilkes-Barre to Lackawanna junction	Length of road,	9.60	9.60
	Length of single track,	2.12	2.12
	Length of double track,	7.48	7.48
Summary.			
Length of main line,		159.61	99.60
Length of branches owned by the company,		157.40	151.49
Length of leased roads,		9.60	9.60
Total length of all roads owned, leased, and operated,		326.61	260.69
Length of second track owned, leased, and operated,		191.69	131.69
Length of sidings and other tracks not above enumerated, owned, leased, and operated,		325.92	246.10
Length of all tracks owned, leased, and operated,		844.22	638.48

Gauge.

Gauge of lines, ... 4 ft. 8½ inches.

Track	Whole length in miles.	Length in Penn'a.
Miles of track laid with steel rail on lines owned, leased, or operated,	621.19	482.43
Miles of track laid with iron rail on lines owned, leased, or operated,	223.03	156.05

EARNINGS FOR THE YEAR.

From Transportation of Passengers.	Amounts.	*From Transportation of Freight and Coal.*	Amounts.
December, 1884,	$62,244.02	December, 1884,	$695,509.12
January, 1885,	55,196.73	January, 1885,	493,429.39
February, 1885,	46,009.34	February, 1885,	398,434.30
March, 1885,	52,399.05	March, 1885,	505,130.77
April, 1885,	61,456.81	April, 1885,	566,534.28
May, 1885,	58,159.11	May, 1885,	619,211.17
June, 1885,	66,840.50	June, 1885,	638,134.64
July, 1835,	80,099.19	July, 1885,	736,500.05
August, 1885,	92,701.14	August, 1885,	697,860.24
September, 1885,	83,821.70	September, 1885,	779,803.90
October, 1885,	76,367.87	October, 1885,	819,198.29
November, 1885,	66,009.66	November, 1885,	747,016.70
Total,	$801,305.92	Total,	$7,696,777.85

From all other Sources.

	Mails.		Express.	
December, 1884,	$2,430	64	$2,895	14
January, 1885,	2,430	64	1,800	42
February, 1885,	2,430	64	1,358	40
March, 1885,	2,430	64	1,823	18
April, 1885,	2,430	64	1,924	19
May, 1885,	2,430	64	2,303	64
June, 1885,	2,430	64	2,600	29
July, 1885,	2,430	64	3,322	86
August, 1885,	2,430	64	2,241	49
September, 1885,	3,442	75	2,574	43
October, 1885,	2,768	01	2,481	82
November, 1885,	2,768	01	2,653	87
Total,	$30,854	53	$27,978	73

Recapitulation.

Total passenger earnings for the year,	$801,305	92
Total freight and coal earnings for the year,	7,696,777	85
Total earnings from mails and express,	58,833	26
Total earnings for the year from railroad,	8,556,917	03

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

New stock cars, number, 34,	$11,005	65
New heater freight cars, number, 50,	30,250	00
New gunboat coal cars, number, 600,	319,833	00
Total,	$361,088	65

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Advertising,	$5,549	60	. . .	. .	$5,549	60
Agents and clerks,	14,210	74	$105,050	59	119,261	33
Baggage-masters,	26,059	10	. . .	. .	26,059	10
Brakemen, station laborers, &c.,	23,045	08	511,467	83	534,512	91
Conductors and train agents,	32,224	10	48,631	22	80,855	32
Dispatchers,	. . .	. .	10,722	89	10,722	89
Docks, dredging, and cleaning,	. . .	. .	. . .	. .	5,165	44
Foreign agencies,	. . .	. .	. . .	. .	57,507	97
Heating stations, offices, &c.,	. . .	. .	. . .	. .	16,112	77
Incidentals,	. . .	. .	. . .	. .	124	07
Legal expenses,	. . .	. .	. . .	.	3,264	30
Lighting stations, offices, &c.,	. . .	. .	. . .	. .	6,975	81
Loss and damage,	6,341	86	17,573	00	23,914	86
Stationery and printing,	5,069	90	10,923	97	15,993	87
Stations, repairs of, and furniture for,	. . .	. .	. . .	. .	46,736	48
Wharves and landings, repairs of,	. . .	. .	. . .	.	125,632	47
Rents of stations and wharves,	5,574	11	45,647	86	51,221	97
Police services,	. . .	. .	. . .	. .	4,600	48
Total,	.		.		$1,134,211	64

Motive Power.	Passenger.		Freight.		Total.	
Enginemen and firemen, passenger,	$66,480	08			$66,480	08
Enginemen and firemen, freight,			$341,614	49	341,614	49
Engine-houses and machine-shops, &c., repairs of,					39,729	87
Fuel for locomotives,					546,068	96
Locomotives, repairs of,					546,708	07
Tools and machinery, repairs of,					39,814	05
Water, wood, and coal stations, expenses and repairs of,					22,245	18
Total,					$1,602,660	20
Maintenance of Way.						
Bridges, repairs of, and trestling,					$40,837	89
Cars, repairs of, (in M. of W. service,)					24,722	82
Cross-ties,					120,499	42
Expenses on property,					38,778	10
Tool and watch-houses, repairs of,					11,020	18
Freight on material,					5,664	33
Oil, tallow, waste, &c.,					4,311	96
Rails, steel, and splices,					94,298	90
Road-bed, repairs of, labor and material,					405,664	03
Walls and fences, repairs of,					5,975	51
Spikes,					5,553	50
Engineering,					21,073	34
Superintendents and supervisors,					190,962	41
Taxes on real estate for road,					23,548	82
Telegraph, repairs of,					63,463	97
Tools and repairs of tools, frogs, and switches,					53,190	16
Watchmen,					89,367	33
Total,					$1,198,932	67
Maintenance of Cars.						
Car-shops and sheds, repairs of,					$6,780	30
Cars, repairs of freight,			$676,022	64	676,022	64
Cars, repairs of passenger, baggage, express, and postal,	$249,933	89			249,933	89
Incidentals, electric lights,					3,174	98
Total,					$935,911	81
General Expenses.						
Office expenses, repairs, and furniture,					$5,853	36
Stationery and blanks,					11,428	15
Total,					$17,281	51

EARNINGS—Summary.

Passenger transportation, local,	Total,	$801,305	92
Passenger transportation, through,			
Freight transportation, local,	Total,	7,696,777	85
Freight transportation, through,			
Mail service, $30,854 53	Total,	58,833	26
Express service, 27,978 73			
Miscellaneous,		732,344	47
Total,		$9,289,261	50

EXPENSES—Summary.

	Total.	
Conducting transportation,	$1,134,211	64
Motive power,	1,602,660	20
Maintenance of way,	1,198,932	67
Maintenance of cars,	935,911	81
General expenses,	17,281	51
Total operating expenses,	$4,888,997	83
Net earnings,	$4,400,263	67

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue, ... None.

Date and per cent. of all cash dividends on stock declared during the year: January 15, 1885, common, 2 per cent.; preferred, 2½ per cent. April 15, 1885, common, 1½ per cent.; preferred, 2½ per cent. July 15, 1885, common, 1½ per cent.; preferred, 2½ per cent. October 15, 1885, common, 1 per cent.; preferred, 2½ per cent. Six per cent. on common and ten per cent. on preferred during the year.

Paid in dividends, (cash, $1,880,247 50,) $1,880,247 50

Lewisburg and Tyrone.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Eli Slifer,	Lewisburg, Pa.
James P. Coburn,	Aaronsburg, Pa.
S. C. Stewart,	Tyrone, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from	Tyrone to Fairbrook, Montandon to B. N. and L. R. R. junction,	77.50	77.50
Length of single main track,		77.50	77.50
Branches.			
Scotia branch, from Fairbrook to Scotia,	Length of road,	5.26	5.26
	Length of single track,	5.26	5.26
Juniata branch, from Juniata junction to Juniata,	Length of road,	2.08	2.08
	Length of single track,	2.08	2.08

Ligonier Valley.

Year ending December 31, 1885.

Officers.	Residences.
S. H. Baker, President,	Latrobe, Pa.
R. M. Graham, Vice President,	Ligonier, Pa.
A. W. Mellon, Secretary and Treasurer,	Pittsburgh, Pa.
Hon. Thomas Mellon, General Solicitor,	Pittsburgh, Pa.
Thomas A. Mellon, Chief Engineer and General Manager,	Pittsburgh, Pa.
George Senft, General Superintendent,	Ligonier, Pa.

Directors.	Residences.
R. M. Graham,	Ligonier, Pa.
A. M. Marker,	Ligonier, Pa.
W. H. Covode,	Ligonier, Pa.
W. D. McGowan,	Ligonier, Pa.
H. S. Denny,	Ligonier, Pa.
J. R. Mellon,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Latrobe to Ligonier,	10.50	All.
Length of single main track,	10.50	All.

ASSETS.

Construction, equipment, and real estate,	$207,427	93
	$207,427	93

LIABILITIES.

Capital stock,	$100,000	00
Funded debt, first mortgage,	43,484	62
Floating debt,	6,169	66
Profit and loss,	57,773	65
	$207,427	93

Little Saw Mill Run.

Year ending December 31, 1885.

Officers.	Residences.
Jehu Haworth, President,	Pittsburgh, Pa.
C. S. Fetterman, Secretary,	Pittsburgh, Pa.
Jacob Henrici, Treasurer,	Economy, Pa.
Thomas Hartley, General Manager,	—

General offices at Pittsburgh, Pa.

Directors.	Residences.
Jehu Haworth,	Pittsburgh, Pa.
Jacob Henrici,	Economy, Pa.
Henry Hice,	Beaver, Pa.
Edwin H. Stowe,	Allegheny City, Pa.
Casper Henning,	Economy, Pa.
John R. Neeld,	Banksville, Pa.
George S. Carnahan,	Banksville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Banksville,	3	3
Length of single ma'n track,	3	3

ASSETS.

Real estate,	$51,891	32
Construction,	129,751	29
Equipment,	164,637	14
Railroad stocks,	50,000	00
Current accounts,	9,124	43
Cash,	1,020	91
	$416,425	09

LIABILITIES.

Capital stock,	$144,875	00
Mortgage bonds,	179,000	00
Bills payable,	3,000	00
Profit and loss,	90,050	09
	$416,425	09

Little Schuylkill Navigation.

Year ending November 30, 1885.

Officers.	Residences.
Daniel R. Bennett, President,	Jenkintown, Pa.
Joseph Lapsley Wilson, Secretary and Treasurer,	Overbrook, Pa.

General offices at 410 Walnut street, Philadelphia.

Managers.	Residences.
George W. Steever,	Philadelphia, Pa.
Charles D. Reed,	Philadelphia, Pa.
Carroll S. Tyson,	Philadelphia, Pa.
Henry Handy,	Philadelphia, Pa.
Thomas McKean,	Phi adelphia, Pa.
George R. Justice,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Port Clinton to Tamanend,	28.2	28.2
Branches.		
Panther Creek branch, from Tamaqua to Greenwood, length of road,	1.5	1.5
Wabash Creek branch, from Tamaqua to Newkirk, length of road,	1.5	1.5
Leased Roads.		
East Mahanoy, from East Mahanoy junction to Waste-house run, length of road,	7.5	7.5

ASSETS.

Railroad and lands,	$2,406,043	75
Stocks and bonds,	96,606	60
Cash, &c.,	124,995	81
	$2,627,646	16

LIABILITIES.

Capital stock,	$2,487,850	00
Balances due, &c.,	10,042	51
Profit and loss,	129,753	65
	$2,627,646	16

Littlestown.

Year ending November 30, 1885.

Officers.	Residences.
William McSherry, President,	Littlestown, Adams co., Pa.
John S. Young, Vice President,	Hanover, York county, Pa.
George Stonesifer, Secretary and Treasurer,	Littlestown, Adams co., Pa.

General offices at Littlestown, Adams county, Pa.

Directors.	Residences.
George Stonesifer,	Littlestown, Pa.
Joseph L. Shorb,	Littlestown, Pa.
John S. Young,	Hanover, Pa.
George D. Klinefelter,	Hanover, Pa.
W. L. Small,	York, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hanover, Pa., to the Pennsylvania and Maryland State line,	9.50	9.50
Length of single main track,	.....	9.50

ASSETS.

Construction,	$115,616	00
Real estate,	2,000	00
	$117,616	00

LIABILITIES.

Capital stock,	$34,850	00
Bonded debt,	40,000	00
Floating debt,	15,870	91
Profit and loss,	26,895	09
	$117,616	00

Loyalsock.

Year ending November 30, 1885.

Officers.	Residences.
Elisha P. Wilbur, President,	Bethlehem, Pa.
John R. Fanshawe, Secretary and Treasurer,	Philadelphia, Pa.
William Stevenson, Superintendent,	Sayre, Pa.

General offices at 228 South Third street, Philadelphia, Pa.

Directors.	Residences.
Charles Hartshorne,	Philadelphia, Pa.
William C. Alderson,	Philadelphia, Pa.
John R. Fanshawe,	Philadelphia, Pa.
Henry S. Drinker,	Philadelphia, Pa.
William Stevenson,	Sayre, Pa.
J. Raymond Claghorn,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bernice, Pa., to Loyalsock, Pa.,	3.77	3.77
Length of single main track,	3.77	3.77

Lykens Valley.

Year ending December 31, 1885.

Officers.	Residences.
William A. Nash, President,	Brooklyn, N. Y.
Frederick A. Platt, Secretary and Treasurer,	Brooklyn, N. Y.

General offices at 13 William street, New York.

Directors.	Residences.
Charles A. Thackston,	New York.
Edward Dunham,	Hastings-on-Hudson.
Francis H. Tows,	New York.
William A. Nash,	Brooklyn.
John W. Hoffman,	Philadelphia.
Frederick A. Platt,	Brooklyn.
Isaac Hull Platt,	Brooklyn.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown,	19.70	19.70
Length of single main track,	19.70	19.70
Branches.		
Lykens Valley Coal Company and Short Mountain breaker branch, length of road,	.75	.75

ASSETS.

Construction account,	$569,739	62
Depot at Millersburg,	4,012	85
Locomotives,	17,000	00
Shop, engine-house, &c.,	5,014	77
Cash,	5,798	71
	$601,565	95
LIABILITIES.		
Capital stock,	$600,000	00
Profit and loss,	1,565	95
	$601,565	95

Martin's Creek.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	——
Albert Hewson, Secretary and Treasurer,	——

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
John P. Green,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from middle of Delaware river opposite Martin's Creek station, N. J., to connection with Bangor and Portland railroad near mouth of Martin's Creek, Pa.,	0.15	0.15
Length of single main track,	0.15	0.15

McKean and Buffalo.

Year ending September 30, 1885.

Officers.	Residences.
Archer N. Martin, President,	Summit, N. J.
F. S. Buell, Secretary and Treasurer,	Buffalo, N. Y.

Directors.	Residences.
G. Clinton Gardner,	New York city.
C. H. Allen,	New York city.
E. W. Clark,	Philadelphia, Pa.
J. N. Seligman,	New York city.
C. H. Clark,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
A. N. Martin,	Summit, N. J.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Larrabee, Pa., to Clermont, Pa.,	22.15	22.15

Meadville and Linesville.

Year ending December 31, 1885.

Officers.	Residences.
G. W. Delamater, President,	Meadville, Pa.
A. C. Huidekoper, Vice President,	Meadville, Pa.
H. L. Richmond, Secretary and General Solicitor,	Meadville, Pa.
V. M. Delamater, Treasurer,	Meadville, Pa.
H. A. Delamater, General Superintendent,	Meadville, Pa.

General offices at Meadville, Pa.

Directors.	Residences.
G. W. Delamater,	Meadville, Pa.
H. A. Delamater,	Meadville, Pa.
Lewis Walker,	Meadville, Pa.
A. C. Huidekoper,	Meadville, Pa.
W. S. McGunnegle,	Meadville, Pa.
D. S. Richmond,	Meadville, Pa.
H. L. Richmond,	Meadville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Leng h of main line, from Meadville, Pa , to Linesville, Pa., . .	20.5	20.5

Mifflin and Centre County.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Alexander Biddle,	Philadelphia, Pa.
George W. Elder,	Lewistown, Pa.
John P. Green,	Philadelphia, Pa.
Samuel Maclay,	Milroy, Pa.
James H. Mann,	Lewistown, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
William H. Wilson,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lewistown Junction to Milroy, . . .	12.31	12.31
Length of single main track,	12.31	12.31
Leased Roads.		
Lewistown and Tuscarora bridge over Juniata river at Lewistown, ... Length of road, . .	.12	.12
Length of single track,	.12	.12

Mill Creek and Mine Hill.

Year ending December 31, 1885.

Officers.	Residences.
George deB. Keim, President,	Philadelphia, Pa.
P. C. Hollis, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 407 Library street, Philadelphia.

Directors,	Residences.
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
F. A. Comly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.
A. Hewson,	Philadelphia.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Mill Creek Junction to New Castle,		3.80	3.80
Length of single main track,		3.80	3.80
Branches.			
North America branch, from Mill Creek to lower end of St. Clair,	Length of road,	.60	.60
	Length of single track,	.60	.60
Crow Hollow branch, from Mill Creek to colliery No. 12,	Length of road,	1.30	1.30
	Length of single track,	1.30	1.30
Jones' branch, from Mill Creek to colliery St. Clair,	Length of road,	1.07	1.07
	Length of single track,	1.07	1.07
Johns' branch, from St. Clair to St. Clair,	Length of road,	.50	.50
	Length of single track,	.50	.50

ASSETS.

Railroad,	$321,632	02
Real estate,	1,412	98
Philadelphia and Reading Railroad Company,	17,308	44
Cash,	2,705	22
	$343,058	66

LIABILITIES.

Capital stock,	$323,375	00
Unpaid dividends,	111	25
State taxes,	1,616	87
Revenue account,	17,955	54
	$343,058	66

Milton and North Mountain.

Year ending December 31, 1885.

Officers.	Residences.
W. A. Heiner, President,	Milton, Pa.
T. S. Moorhead, Vice President and Chief Engineer,	Milton, Pa.
J. Woods Brown, junior, Secretary,	Milton, Pa.
John M. Caldwell, Treasurer,	Milton, Pa.
McClurg & Derr, General Solicitors,	Milton, Pa.

General offices at Milton, Pa.

Directors.	Residences.
H. G. Cohill,	Milton, Pa.
W. B. Chamberlin,	Milton, Pa.
D. W. Smith,	Milton, Pa.
T. S. Moorhead,	Milton, Pa.
J. Woods Brown, junior,	Milton, Pa.
John M. Caldwell,	Milton, Pa.
C. A. Godchorles,	Milton, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Milton, Pa., to Madison township, Columbia county,	15	15

Mine Hill and Schuylkill Haven.

Year ending December 31, 1885.

Officers.	Residences.
William Biddle, President,	Germantown, Pa.
James G. McCollin, Secretary,	Philadelphia, Pa.
John W. Biddle, Treasurer,	Philadelphia, Pa.

Office at 119 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Frederick Fraley,	Philadelphia, Pa.
Samuel M. Bines,	Philadelphia, Pa.
John W. Biddle,	Philadelphia, Pa.
Benjamin H. Snoemaker,	Philadelphia, Pa.
William Hacker,	Philadelphia, Pa.
Alfred Jones,	Philadelphia, Pa.
Josiah Jones,	Philadelphia, Pa.
John M. George,	Philadelphia, Pa.
James G. McCollin,	Philadelphia, Pa.
Barclay R. Leeds,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Schuylkill Haven to Locust Gap,	42½	42½
Length of second main track,	24	24

ASSETS.

Construction account,	$4,037,236	19
Contingent fund account,	40,475	08
Cash,	7,309	06
	$4,085,020	33

LIABILITIES.

Capital stock,	$4,081,900	00
Unpaid dividends,	3,089	50
Philadelphia and Reading Railroad Company,	30	83
	$4,085,020	33

Monongahela Connecting.

Year ending December 31, 1885.

Officers.	Residence
Henry A. Laughlin, President,	Pittsburgh, Pa.
George M. Laughlin, Secretary and Treasurer,	Pittsburgh, Pa.
John D. McKennan, General Solicitor,	Pittsburgh, Pa.
J. Wainwright, Chief Engineer,	Pittsburgh, Pa.
Directors.	**Residences.**
B. F. Jones,	Pittsburgh, Pa.
T. M. Jones,	Pittsburgh, Pa.
G. M. Laughlin,	Pittsburgh, Pa.
W. L. King,	Pittsburgh, Pa.
E. McClure,	Pittsburgh, Pa.
John D. McKennan,	Pittsburgh, Pa.

Monongahela Inclined Plane.

Year ending December 31, 1885.

Officers.	Residences.
Samuel Harper, President,	Pittsburgh, Pa.
John L. Awl, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
William M. Lyon,	Pittsburgh, Pa.
James M. Bailey,	Pittsburgh, Pa.
John S. McMillan,	Pittsburgh, Pa.
George W. Beltzhoover,	Pittsburgh, Pa.
William Halpin,	Pittsburgh, Pa.
Joseph S. Morrison,	Pittsburgh, Pa.
John L. Awl,	Pittsburgh, Pa.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of passenger plane,	640.00	
Length of vehicle plane,	640.00	All.
Both double track.		

ASSETS.

Construction,	$223,416	77
Real estate,	26,583	23
Cash,	2,120	72
	$252,120	72

LIABILITIES.

Capital stock,	$123,600	00
Bonds and mortgage,	100,000	00
Bills payable,	15,666	66
Surplus,	12,854	06
	$252,120	72

Monongahela North Shore.

Year ending December 31, 1885.

Officers.	Residences.
Charles E. Speer, President,	Pittsburgh, Pa.
J. P. Brennan, Secretary and Treasurer,	Pittsburgh, Pa.

Directors.	Residences.
Charles E. Speer,	Pittsburgh, Pa.
Charles Donnelly,	Pittsburgh, Pa.
B. S. Cumpton,	Pittsburgh, Pa.
J. P. Brennan,	Pittsburgh, Pa.
W. H. Barclay,	Pittsburgh, Pa.
T. H. Fahnestock,	Pittsburgh, Pa.
R. S. McCann,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Port Perry to Pittsburgh,	11	11

Mont Alto.

Year ending December 31, 1885.

Officers.	Residences.
Thomas B. Kennedy, President,	Chambersburg, Pa.
Edward B. Wiestling, Secretary and Treasurer,	Mont Alto, Pa.
Kennedy & Stewart, General Solicitors,	Chambersburg, Pa.
George B. Wiestling, Chief Engineer, General Manager, and General Superintendent,	Mont Alto, Pa.

General offices at Mont Alto, Franklin county, Pa.

Directors.	Residences.
Thomas B. Kennedy,	Chambersburg, Pa.
Chauncey Ives,	Chambersburg, Pa.
John Stewart,	Chambersburg, Pa.
J. F. Boyd,	Chambersburg, Pa.
George B. Wiestling,	Mont Alto, Pa.
W. J. Barr,	Philadelphia, Pa.
E. P. Dwight,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Waynesboro' to junction with Cumberland Valley,	17.875	17.875

ASSETS.

In the re-organization of the company, incident to the extension of the road to Waynesboro', it was arranged that the cost of extension should not be at the expense of an increase of stock or bonds or other indebtedness. In other words, when done, the line was to be inventoried at $235,000 00.			
While the actual cost of the whole line, as far as completed, is $342,-134 25, it is still represented by			
Stock,	$110,000 00		
Bonds,	125,000 00	$235,000	00
LIABILITIES.			
Capital stock,		$110,000	00
Funded debt,		125,000	00
		$235,000	00

Montour.

Year ending December 31, 1885.

Officers.	Residences.
William McCreery, President,	Pittsburgh, Pa.
William M. Short, Secretary and Treasurer,	Pittsburgh, Pa.
William B. Rodgers, General Solicitor,	Pittsburgh, Pa.
Charles A. Cooper, Chief Engineer,	Pittsburgh, Pa.
Charles R. Brown, General Manager, General Superintendent, and Division Superintendent,	Imperial, Pa.

Directors.	Residences.
William McCreery,	Allegheny City, Pa.
John A. Caughey,	Allegheny City, Pa.
W. B. Rodgers,	Allegheny City, Pa.
George A. Berry,	Pittsburgh, Pa.
W. M. Short,	Pittsburgh, Pa.
W. C. Andrews,	New York.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Montour Junction to Imperial,	11	All.

Montrose.

Year ending November 30, 1885.

Officers.	Residences.
James I. Blakslee, President,	Mauch Chunk, Pa.
John R. Raynsford, Secretary,	Montrose, Pa.
Asa P. Blakslee, Treasurer,	Mauch Chunk, Pa.
W. H. Jessup, General Solicitor,	Montrose, Pa.
T. G. Walter, Division Superintendent,	Tunkhannock, Pa.

Directors.	Residences.
Robert Klotz,	Mauch Chunk, Pa.
Charles O. Skeer,	Mauch Chunk, Pa.
S. D. Thomas,	Springville, Pa.
H. D. Sherman,	Springville, Pa.
C. M. Gere,	Montrose, Pa.
William J. Mulford,	Montrose, Pa.
Samuel H. Sayre,	Montrose, Pa.
John S. Tarbell,	Montrose, Pa.
Sylvanus Tyler,	Dimock, Pa.
B. F. Blakslee,	Lynn, Pa.
Paul Billings,	Tunkhannock, Pa.
C. D. Gearhart,	Tunkhannock, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Montrose to Tunkhannock,	28	28

ASSETS.

Construction account,	$332,741	18
Equipment account,	41,308	13
Lehigh Valley Railroad Company, special account,	1,249	43
Gearhardt, C. D.,	29	03
Cooper, W. H., estate,	1,276	10
Cash on hand, November 30, 1885,	7,193	25
	$383,797	12

LIABILITIES.		
Capital stock, full paid,	$304,900	00
Capital stock, part paid,	2,527	21
Funded debt,	15,000	00
Profit and loss,	61,369	91
	$383,797	12

Morris and Philipsburg.

Year ending December 31, 1885.

J. SIMPSON AFRICA, Esq.,
Secretary of Internal Affairs, Harrisburg, Pa.:

DEAR SIR: There were no improvements made on this road by the above company. It was improved and is now operated by the Beech Creek, Clearfield and South Western Railroad Company.

D. W. HOLT,
President.

PHILIPSBURG, CENTRE COUNTY, PA., *December 15, 1885.*

Mount Carbon and Port Carbon.

Year ending December 31, 1885.

Officers.	Residences.
George deB. Keim, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.

General offices at 407 Library street, Philadelphia.

Directors.	Residences.
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
F. A. Comly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.
A. Hewson,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mount Carbon to Port Carbon,	2.50	2.50
Length of second main track,	2.50	2.50

ASSETS.		
Railroad,	$261,186	30
Real estate,	21,629	15
Cash,	2,069	82
	$284,885	27

LIABILITIES.		
Capital stock,	$282,350	00
State taxes,	1,694	10
Unpaid dividends,	11	25
Revenue account,	829	92
	$284,885	27

Mount Oliver Incline.

Year ending December 31, 1885.

Officers.	Residences.
C. J. Schultz, President,	Pittsburgh, Pa.
John P. Beech, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
C. J. Schultz,	Pittsburgh, Pa.
John P. Beech,	Pittsburgh, Pa.
Joseph Keeling,	Pittsburgh, Pa.
Peter Haberman,	Pittsburgh, Pa.
John Nusser,	Pittsburgh, Pa.
Ferdinand Berry,	Pittsburgh, Pa.
Frederick Hampe,	Pittsburgh, Pa.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of main line, from lower to upper station,	1,600	All.

ASSETS.		
To cost of plane,	$88,065	53
To cash on hand,	4,265	04
	$92,330	57

LIABILITIES.		
By capital stock paid in,	$31,616	00
By bond and mortgage,	45,000	00
By surplus fund,	12,714	57
By bills payable,	3,000	00
	$92,330	57

Result for the Year Ending December 31, 1885.

To interest,	$2,832	00
To expenses,	21,340	43
To wages,	4,769	35
	$28,941	78
By earnings,	$27,802	50
By rent,	100	00
By surplus fund,	1,039	28
	$28,941	78

Mt. Pleasant and Broad Ford.

Year ending September 30, 1885.

Officers.	Residences.
J. B. Washington, President,	Pittsburgh, Pa.
Welty McCullogh, Secretary and Treasurer,	Greensburg, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
John S. McCleave,	Pittsburgh, Pa.
Charles L. Fitzhugh,	Pittsburgh, Pa.
James B. Caven,	Pittsburgh, Pa.
William S. Bissell,*	Pittsburgh, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
James B. D. Meads,	Pittsburgh, Pa.
A. R. Banning,	Connellsville, Pa.
O. P. Shupe,	Mt. Pleasant, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Broad Ford to Standard,	10	10

ASSETS.

Construction,	$201,669	69
Due from other corporations and individuals,	441,951	73
	$643,621	42

LIABILITIES.

Capital stock,	$150,500	00
Profit and loss,	493,121	42
	$643,621	42

* Died May 28, 1885.

Mt. Pleasant and Latrobe.

Year ending December 31, 1885.

Officers.	Residences.
H. C. Frick, President,	Pittsburgh, Pa.
G. D. Bosworth, Secretary,	Pittsburgh, Pa.
Walton Ferguson, Treasurer,	Pittsburgh, Pa.
W. F. McCook, General Solicitor,	Pittsburgh, Pa.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

Directors.	Residences.
H. C. Frick,	Pittsburgh, Pa.
Walton Ferguson,	Pittsburgh, Pa.
E. M. Ferguson,	Pittsburgh, Pa.
W. F. McCook,	Pittsburgh, Pa.
G. B. Bosworth,	Pittsburgh, Pa.
C. H. Spencer,	Pittsburgh, Pa.

Nesquehoning Valley.

Year ending December 31, 1885.

Officers.	Residences.
J. B. Moorhead, President,	Philadelphia, Pa.
C. F. Howell, Secretary and Treasurer,	Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.	Residences.
F. R. Cooke,	Philadelphia, Pa.
W. G. Moorhead,	Philadelphia, Pa.
W. P. Cresson,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
W. C. Ludwig,	Philadelphia, Pa.
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.
P. C. Garrett,	Philadelphia, Pa.
T. C. Henry,	Philadelphia, Pa.
F. C. Yarnell,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
Samuel Dickson,	Philadelphia, Pa.

ASSETS.

Construction account,	$1,405,904	47
Cash,	856	11
	$1,406,760	58

LIABILITIES.

Capital stock,	$1,400,000	00
Dividends due and upaid,	986	00
Lehigh Coal and Navigation Company,	5,774	58
	$1,406,760	58

Newry.

Year ending December 31, 1885.

Officers, (elected January 12, 1885.)	Residences.
Joseph Fichtner, President,	Newry, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors, (elected January 12, 1885.)	Residences.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Adam Hoover,	Newry, Pa.
Alexander Knox,	Newry, Pa.
Wistar Morris,	Philadelphia, Pa.
Francis McCoy,	Pittsburgh, Pa.
Henry McIntosh,	Newry, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Montgomery co., Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from junction near Portage railroad to Newry,	1	1
Length of single main track,	1	1

New Brighton and New Castle.

Year ending December 31, 1885.

Officers.	Residences.
Thomas D. Messler, President,	Pittsburgh.
S. B. Liggett, Secretary,	Pittsburgh.
John E. Davidson, Treasurer,	Pittsburgh.
Felician Slataper, Chief Engineer,	Pittsburgh.

General offices at Pittsburgh, Pa.

Directors.	Residences.
Thomas D. Messler,	Pittsburgh.
J. N. NoCullough,	Pittsburgh.
William Thaw,	Pittsburgh.
William Mullins,	Pittsburgh.
J. W. Renner,	Pittsburgh.
William Stewart,	Pittsburgh.
J. J. Brooks,	Pittsburgh.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Kenwood to Wampum Junction,	12.54	12.54
Length of single main track,	12.54	12.54

New Haven and Youghiogheny.

HON. J. SIMPSON AFRICA,
Secretary of Internal Affairs, Harrisburg, Pa.:

DEAR SIR: Referring to inclosed notice in regard to report of New Haven and Youghiogheny Railroad Company, would say that the line of this road has never been constructed, and consequently there is nothing to report.

Yours respectfully,

J. B. WASHINGTON,
Secretary.

PITTSBURGH, PA., *March 20, 1886.*

New York, Chicago and St. Louis.

Year ending December 31, 1885.

Officers.	Residences.
William K. Vanderbilt, President,	New York, N. Y.
D. W. Caldwell, Vice President,	Cleveland, Ohio.
F. W. Vanderbilt, Secretary and Treasurer,	New York, N. Y.

Directors.	Residences.
William K. Vanderbilt,	New York, N. Y.
Cornelius Vanderbilt,	New York, N. Y.
J. Tillinghast,	New York, N. Y.
F. W. Vanderbilt,	New York, N. Y.
Chauncey M. Depew,	New York, N. Y.
H. McK. Twombly,	New York, N. Y.
Allyn Cox,	New York, N. Y.
D. W. Caldwell,	Cleveland, Ohio.
J. H. Devereaux,	Cleveland, Ohio.
J. H. Wade,	Cleveland, Ohio.
Charles Hickox,	Cleveland, Ohio.
James P. Curry,	Cleveland, Ohio.
H. Hammersley,	Cleveland, Ohio.

ASSETS.

Cost of road, equipment, &c.,	$70,892,414	07
Securities of other companies,	35,754	44
Amount held by equipment bond trustees,	590,237	56
Material and fuel on hand at March 28, 1885,	111,698	60
Cash,	53,503	25
Due by station agents and conductors,	187	09
Due by other companies and individuals,	444,383	73
Due on miscellaneous accounts,	4,251	16
Profit and loss,	2,692,280	81
	$74,824,710	71

LIABILITIES.

Capital stock,	$50,000,000	00
Funded debt,	20,046,000	00
Bills payable,	2,710,000	00
Unpaid vouchers and pay-roll,	546,750	94
Due other companies and individuals,	59,693	87
Interest coupons, matured but not paid,	1,112,280	00
Interest on funded debt, accrued but not due,	115,920	00
Liabilities paid by D. W. Caldwell, receiver, in excess of assets collected by him,	234,065	90
	$74,824,710	71

Receiver of the New York, Chicago and St. Louis.

For the period from March 29 to December 31, 1885.

Officers.	Residences.
D. W. Caldwell, Receiver,	Cleveland, Ohio.
James P. Curry, Auditor,	Cleveland, Ohio.
H. Hammersley, Cashier,	Cleveland, Ohio.
Samuel E. Williamson, General Counsel,	Cleveland, Ohio.
Lewis Williams, General Manager,	Cleveland, Ohio.
G. H. Kimball, Division Superintendent,	Cleveland, Ohio.
C. D. Gorham, Division Superintendent,	Fort Wayne, Ind.

General offices at Cleveland, Ohio.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Buffalo (Erie Junction) to Grand Crossing, Illinois,	512.52	43.98
Length of single main track,	512.52	
Length of second main track,	6.24	
Use tracks of other companies, In Buffalo,	1.60	
Use tracks of other companies, From Grand Crossing to Chicago,	8.90	

ASSETS.

Construction, right of way,	$2,604	66
Material and fuel on hand,	111,239	88
Cash,	237,157	12
Due by station agents and conductors,	156,853	25
Due by other companies,	310,751	43
Due by United States Post-Office Department,	5,870	99
Due on miscellaneous accounts,	8,293	01
Disbursements on account of the indebtedness of the New York, Chicago and St. Louis Railway Company in excess of receipts from its assets,	234,065	90
	$1,066,836	24

LIABILITIES.

Unpaid vouchers and pay-rolls,	$370,384	94
Due other companies,	78,911	26
Due other companies and individuals for overcharges, rebates, &c., (estimated,)	155,153	02
Value of supplies on hand at March 28, 1885,	111,698	60
Profit and loss,	350,688	42
	$1,066,836	24

New York, Lackawanna and Western.

Year ending December 31, 1885.

Officers.	Residences.
William F. Hallstead, President,	Scranton, Pa.
Frederick F. Chambers, Secretary,	Brooklyn, N. Y.
Frederick H. Gibbons, Treasurer,	New York city, N. Y.

Directors.	Residences.
W. R. Storrs,	Scranton, Pa.
James Archbald,	Scranton, Pa.
Garrett Bogart,	Scranton, Pa.
J. W. Fowler,	Scranton, Pa.
Robert McKenna,	Scranton, Pa.
Walter Dawson,	Scranton, Pa.
James Ruthven,	Scranton, Pa.
J. F. Snyder,	Scranton, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New York State line to New York State line,	6.41	6.41
Length of second main track,	6.41	6.41

New York, Lake Erie and Western.

Year ending September 30, 1885.

Officers.	Residences.
John King, President,	P. O. Box 839, New York city.
S. M. Felton, junior, Vice President,	P. O. Box 839, New York city.
Edmund S. Bowen, Vice President,	P. O. Box 839, New York city.
Augustus R. Macdonough, Secretary,	P. O. Box 839, New York city.
Edward White, Treasurer,	P. O. Box 839, New York city.
Stephen Little, Comptroller,	P. O. Box 839, New York city.
Benjamin Thomas, General Superintendent,	Jersey City, N. J.

Directors.	Residences.
Henry H. Cook,	New York city.
W. B. Dinsmore,	New York city.
William N. Gilchrist,	New York city.
James J. Goodwin,	New York city.
George M. Groves,	New York city.
Jacob Hays,	New York city.
John King,	New York city.
William Libbey,	New York city.
John G. McCullough,	Vermont.
Ogden Mills,	New York city.
Cortlandt Parker,	Newark, N. J.
George W. Quintard,	New York city.
William L. Strong,	New York city.
J. Lowber Welsh,	Philadelphia, Pa.
William A. Wheelock,	New York city.
William Whitewright,	New York city.
Charles E. Loew,	New York city.

CHARACTERISTICS OF ROAD.

Track.	Length in miles in New York.	Entire length in miles.*
Main line, from Jersey City to Dunkirk,	387.147	459.377
Total of branches or other roads,	440.624	569.638
Single track on main line,	387.147	459.377
Single track on branches or other roads,	440.624	569.638
Total single track,	827.771	1,029.015
Second track on main line,	259.667	331.897
Second track on branches or other roads,	97.353	117.363
Total second track,	357.020	449.260
Sidings and turnouts on main line,	205.562	292.755
Sidings and turnouts on branches or other roads,	190.833	245.665
Total siding and turnouts,	396.395	538.420
Grand total of tracks, sidings, and turnouts,	1,581.186	2,016.695

*In New York, New Jersey, and Pennsylvania.

ASSETS.

Cost of road,	$7,808,084	35
Cost of equipment,	4,914,526	29
Stock of other companies,	3,033,315	49
Bonds of other companies,	293,819	60
Construction of branch lines,	680,546	48
Amounts paid on account of equipment,	2,559,232	58
The estate of the Erie Railway Company,	149,678,169	35
Chicago and Atlantic Railway Company, advances,	1,846,823	68
New York, Lake Erie and Western Coal and Railroad Company, advances,	1,978,989	31
New York, Lake Erie and Western Docks and Improvement Company, advances,	433,847	28
Advances to other companies,	1,168,775	76
Cash on hand, and in London,	143,920	16
Bills receivable,	67,528	16
Due by agents and others on account of traffic,	1,999,549	95
Open accounts due by companies and individuals,	1,128,191	84
Materials and supplies,	956,986	64
Discount on stocks and bonds and expenses extending New York and Erie railroad, third mortgage bonds,	915,658	10
	$179,597,915	02

LIABILITIES.

Capital stock,	$85,368,900	00
Funded debt,	75,268,485	10
Interest on funded debt due and accrued,	4,812,320	14
Dividends unpaid,	7,638	00
Audited vouchers and pay-rolls,	1,818,009	52
Rentals of leased lines, &c.,	520,507	17
Loans and bills payable,	2,552,847	19
Due companies and individuals, open accounts,	1,030,766	10
Due companies and individuals on account of traffic,	755,757	78
Assessments, interest, profits, &c., on Erie Railway Company stock,	3,284,451	47
Sinking fund re-organization first lien bonds,	100,000	00
Sundries,	66,509	23
Profit and loss, (surplus,)	4,511,723	32
	$179,597,915	02

New York, Lake Erie and Western Coal.

Year ending December 31, 1885.

Officers.	Residences.
James K. P. Hall, President,	St. Mary's, Pa.
A. R. Macdonough, Secretary,	New York city.
Edward White, Treasurer,	New York city.

Directors.	Residences.
James K. P. Hall,	St. Mary's, Pa.
Elisha K. Kane,	Kane, Pa.
Harry S. Clay,	Philadelphia, Pa.
J. Lowber Welsh,	Philadelphia, Pa.
John King,	New York city.
A. R. Macdonough,	New York city.
(One vacancy.)	

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Crawford Junction to Johnsonburg,		29.92	29.92
Length of single main track,		29.92	29.92
Branches.			
Alton Loop branch, from Alton to Ridderville,	Length of road,	1.12	1.12
	Length of single track,	1.12	1.12
Bucktail branch, from Rasselas to Bucktail mines,	Length of road,	2.38	2.38
	Length of single track,	2.38	2.38
Toby branch, from Brockwayville to Toby mines,	Length of road,	12.65	12.65
	Length of single track,	12.65	12.65
Dagus branch, from Dagus mines to Daguscahonda,	Length of road,	5.90	5.90
	Length of single track,	5.90	5.90

ASSETS.

Cost of road,	$1,965,668	23
Real estate,	511,390	31
Roberts lot spur,	6,239	04
New York, Lake Erie and Western Railroad Company, advances,	1,099,105	61
North-Western Mining Exchange Company,	113,238	10
Marine National Bank,	38	48
Profit and loss,	217,071	69
	$3,912,751	46

LIABILITIES.

Capital stock,	$500,000	00
Mortgage bonds,	3,000,000	00
Mortgages on real estate,	89,213	56
Vouchers audited,	1,365	00
Unclaimed wages,	605	06
Accrued interest on funded debt,	30,000	00
Accrued interest on mortgages,	20,833	89
Pennsylvania Railroad Company,	175	69
New York, Lake Erie and Western Railroad Company, general account,	270,558	26
	$3,912,751	46

New York and North Pennsylvania.

Year ending December 31, 1885.

Officers.	Residences.
C. L. Pattison, President,	Elkland, Pa.
T. C. Platt, Vice President,	New York city, N. Y.
J. E. Jones, Secretary,	Addison, N. Y.
William C. Sheldon, Treasurer,	New York city, N. Y.
Frank M. Baker, General Superintendent,	Addison, N. Y.
H. C. Hitchcock, Auditor,	Addison, N. Y.

Directors.	Residences.
C. L. Pattison,	Elkland, Pa.
T. C. Platt,	New York city, N. Y.
William C. Sheldon,	New York city, N. Y.
R. W. Clinton,	Newark Valley, N. Y.
Henry Baldwin,	Addison, N. Y.
B. H. Parkhurst,	Elkland, Pa.
R. H. Wambaugh,	Westfield, Pa.
J. W. Hammond,	Osceola, Pa.
James Horton,	Westfield, Pa.
L. R. Gale,	Pike Mills, Pa.
E. S. Bowen,	New York city, N. Y.
J. E. Jones,	Addison, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Gaines, Pa., to Pike Mills, Pa.,	5	5

New York, Pennsylvania and Ohio.

Year ending September 30, 1885.

Officers.	Residences.
Jarvis M. Adams, President,	Cleveland, Ohio.
John Tod, Vice President,	Cleveland, Ohio.
Thomas Warnock, Secretary,	Cleveland, Ohio.
F. E. Rittman, Treasurer.	Cleveland, Ohio.
Adams & Russell, General Solicitors,	Cleveland, Ohio.

Directors.	Residences.
Jarvis M. Adams,	Cleveland, Ohio.
John Tod,	Cleveland, Ohio.
E. R. Perkins,	Cleveland, Ohio.
S. L. Mather,	Cleveland, Ohio.
W. J. McKinnie,	Cleveland, Ohio.
J. M. Ferris,	Cleveland, Ohio.
C. C. Waite,	Cincinnati, Ohio.
W. W. Scarborough,	Cincinnati, Ohio.
S. M. Felton, Jr.,	New York city.
W. W. MacFarland,	New York city.
Charles Paine,	Cleveland, Ohio.
H. B. Perkins,	Warren, Ohio.
George Boyce,	Sharon, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Salamanca, N. Y., to Dayton, Ohio,	388.036	92.420
Branches.		
Franklin branch, from Franklin junction to Oil City, length of road,	33.780	33.780
Silver Creek branch, from near Wadsworth to Silver Creek, Ohio, length of road,	2.650	
Youngstown, Austintown and Mahoning branch, from Youngstown to Leadville coal mines, length of road,	7.195	
Leased Roads.		
Cleveland and Mahoning, from Cleveland, Ohio, to Pennsylvania State line. length of road,	80.860	
Niles and New Lisbon, from Niles, Ohio, to ore mines south of New Lisbon, length of road,	36.270	
Liberty and Vienna, from junction near Girard to Vienna, Ohio, length of road,	7.400	
Westerman railroad, from Pennsylvania State line to Sharon, Pa., length of road,	2.090	2.090
Sharon railway, from Middlesex, Pa., to New York, Pennsylvania and Ohio main line, length of road,	14.580	14.580

ASSETS.

Cost of property purchased,	$142,899,300	01
New construction,	484,201	43
Additions, 1880 to 1885 inclusive,	427,413	44
Stock of Sharon railway,	216,245	00
Cash on hand,	118,638	20
Due by companies and individuals,	784,952	05
	$144,930,750	68

LIABILITIES.

Common stock,	$34,999,350	00
Preferred stock,	10,000,000	00
Prior lien bonds,	8,000,000	00
First mortgage bonds,	43,907,000	00
Second mortgage bonds,	14,500,000	00
Third mortgage bonds,	30,000,000	00
Deferred warrants,	2,076,665	00
Special fund for additions, 1880 to 1885 inclusive,	427,413	44
Special fund to meet payments for Sharon railway stock,	81,560	19
Special fund to meet contingent liabilities,	135,000	00
Special fund to meet payments on account of capital,	41,805	94
Unfunded debt,	614,872	78
Guarantee account,	136,010	10
Surplus fund,	11,573	18
	$144,930,750	68

New York, Ridgway and Pittsburgh.

Year ending December 31, 1885.

Officers.	Residences.
C. R. Earley, President,	—
L. Rogers, Secretary,	—
S. A. Rote, Assistant Secretary,	—
J. H. Kershaw, Treasurer,	—
Charles B. Earley, General Solicitor,	—
John Morgan, Chief Engineer,	—

General offices at 58 South Third street, Philadelphia, Pa.

Directors.	Residences.
C. R. Earley,	Ridgway.
A. G. Curtin,	Bellefonte.
William M. Stewart,	Philadelphia.
R. K. Jamison,	Philadelphia.
J. H. Kershaw,	Philadelphia.
George Bull,	Philadelphia.
L. Rogers,	Smethport.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from State line, New York and Pennsylvania, to connection with low-grade division Allegheny Valley railroad,	80	80
Branches.		
Clarion River branch, length of road,	20	20
Toby branch, length of road,	10	10
Kersey Run branch, length of road,	20	20

New York, Susquehanna and Western.

Year ending December 31, 1885.

Officers.	Residences.
F. A. Potts, President,	Pottstown, N. J.
Alfred Sully, Vice President,	Hackettstown, N. J.
John P. Rafferty, Secretary,	Brick Church, N. J.
Charles V. Ware, Treasurer,	New York.
John W. Taylor, General Solicitor,	Newark, N. J.
D. H. Wood, Chief Engineer,	Montclair, N. J.
F. A. Potts, General Manager,	Pottstown, Pa.
C. D. McKelvey, Superintendent,	Paterson, N. J.

General offices at No. 93 Liberty street, New York.

Directors	Residences.
F. A. Potts,	Pottstown, N. J.
Simon Borg,	New York.
Charles Minzesheimer,	New York.
Henry Marks,	New York.
Henry Sanford,	New York.
R. K. Dow,	Claremont, N. H.
Alfred Sully,	Hackettstown, N. J.
S. E. White,	Brooklyn, N. Y.
Charles Siedler,	Jersey City, N. J.
John I. Blair,	Blairstown, N. J.
H. S. Pearce,	Scranton, Pa.
G. A. Hobart,	Paterson, N. J.
Charles F. Bound,	New York.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Marion to Gravel Place,	101.80	6.70
Branches.		
Middletown branch, from Two Bridges to New York State line, length of road,	20.50	
Paterson branch, from Broadway to New York, Lake Erie and Western railway, length of double track,	.75	
Delaware branch, from Columbia Junction to Delaware station, length of single track,	3.10	
Lackawanna Valley branch, from Priceville to Winton, length of single track,	4.45	
Tinglepaugh branch to breaker, length of single track,	.90	.90
Winton and Dolph branch, from Winton branch to breakers, length of single track,	1.50	1.50
Dunn Colliery branch, from Delaware, Lackawanna and Western railroad to breakers, length of single track,	.80	.80
Spencer branch, from Delaware, Lackawanna and Western railroad to breakers, length of single track,	.75	.75
Leased Roads.		
Middletown, Unionville and Water Gap, from State line to Middletown, length of single track,	13.90	
Lodi railroad, from Lodi Junction, New Jersey and New York railroad, to Lodi, New Jersey, length of road,	1.75	

ASSETS.

Cost of road, rolling stock, real estate, and buildings,	$26,393,494	01
Stocks and bonds of other companies owned,	2,432,156	00
Material and fuel on hand,	20,834	79
Current accounts,	208,449	67
Bills receivable and advances to coal producers,	374,189	32
Cash on hand,	28,447	65
	$29,457,571	44

LIABILITIES.

Capital stock,	$21,000,000	00
Funded debt,	6,850,000	00
Bills payable,	239,306	94
Coal trust notes,	145,000	00
Coupon obligations, (ten-year scrip issued,)	93,000	00
Middletown, Unionville and Water Gap bills payable,	61,170	00
Car trusts,	831,420	00
Current accounts,	187,272	52
Land department liabilities,	43,088	00
Profit and loss,	7,313	98
	$29,457,571	44

Northern Central.

Year ending December 31, 1885.

Officers.	Residences.
George B. Roberts, President,	Philadelphia, Pa.
Frank Thomson, Vice President,	Philadelphia, Pa.
Stephen W. White, Secretary,	Philadelphia, Pa.
John S. Lieb, Treasurer,	Baltimore, Md.
John Scott, General Solicitor,	Philadelphia, Pa.
William H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.
Robert Neilson, General Superintendent,	Williamsport, Pa.
H. W. Kapp, Division Superintendent,	Baltimore, Md.
E. B. Westfall. Division Superintendent,	Williamsport, Pa.
Alfred Walter, Division Superintendent,	Sunbury, Pa.
Spencer Meade, Division Superintendent,	Elmira, N. Y.

General offices at Baltimore, Md.

Directors.	Residences.
A. J. Cassatt,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Samuel C. Huey,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
George Small,	Baltimore, Md.
B. F. Newcomer,	Baltimore, Md.
J. N. Hutchinson,	Philadelphia, Pa.
Dell Noblit,	Philadelphia, Pa.
Harry Walters,	Baltimore, Md.
Henry Gilbert,	Harrisburg, Pa.
Henry James,	Baltimore, Md.

CAPITAL STOCK.

Amount authorized by law,		$8,000,000	00
Amount authorized by votes of company,		6,500,000	00
Amount subscribed,		6,500,000	00
Amount now paid in, common,		6,500,000	00
Number of shares issued,	130,000		
Amount paid in on each share,		50	00
Par value of each share,		50	00

DEBT.

Funded Debt.			
Mortgage to State of Maryland, (irredeemable, bears interest at 6 per cent., which is payable 27th January, April, July, and October,) amount,		$1,500,000	00
Mortgage bonds, (due April 1, 1900, bear interest at 6 per cent., which is payable 1st April and October,) amount,		1,126,000	00
Mortgage bonds, (due July 1, 1900, bear interest at 6 per cent., which is payable, coupons, 1st January and July, registered, 1st April and October,) amount,		2,804,000	00
Consolidated general mortgage bonds, (due July 1st, 1904, and April 1, 1925, bear interest at 6 and 4½ per cent., which is payable, 6 per cent., 1st January and July, 4½ per cent., 1st April and October,) amount,		5,658,000	00
Second general mortgage bonds, (due January 1, 1926, bear interest at 5 per cent., which is payable 1st January and July,) amount,		3,813,000	00
Total amount of funded debt,		$14,901,000	00
Funded debt as per last report,	$15,253,000		

COST.

Total cost of roads owned to date,	$13,869,310	98
Total cost of equipment owned,	$4,196,107	35
Total cost of roads and equipment,	$18,065,418	33

CHARACTERISTICS OF ROAD.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Baltimore, Md., to Sunbury, Pa.,		136.82	101.20
Length of single main track,		136.82	101.20
Length of second main track,		84.50	48.88
Branches.			
Green Spring branch,	Length of road,	8.59	
	Length of single track,	8.59	
Leased and Operated Roads.			
Shamokin Valley and Pottsville, (leased,) from Sunbury, Pa., to Mt. Carmel, Pa.,	Length of road,	27.30	27.30
	Length of single track,	27.30	27.30
Rockville branch railroad, (leased,) from Dauphin, Pa., to Rockville, Pa.,	Length of road,	2.83	2.83
	Length of single track,	2.83	2.83
	Length of double track,	1.89	1.89

Elmira and Williamsport railroad, (leased,) from Williamsport, Pa., to Elmira, N. Y.,	Length of road,	75.50	69.00
	Length of single track,	75.50	69.00
Summit branch railroad, (operated,) from Millersburg, Pa., to Williamstown, Pa.,	Length of road,	19.70	19.70
	Length of single track,	19.70	19.70
Union railroad, (operated,) from North street, Baltimore, Md., to Bay View junction, Md,	Length of road,	8.64	
	Length of double track,	8.64	
Chemung railroad, (operated,) from Elmira, N. Y., to Watkins, N. Y.,	Length of road,	17.40	
	Length of single track,	17.40	
Elmira, Jefferson and Canandaigua railroad, (operated,) from Watkins, N. Y., to Canandaigua, N. Y.,	Length of road,	46.60	
	Length of single track,	46.60	
Sodus Bay and Southern railroad, (operated,) from Stanley, N. Y., to Sodus Point, N. Y.,	Length of road,	34.08	
	Length of single track,	34.08	
Summary.			
Length of main line,		136.84	101.20
Length of branches owned by the company,		8.59	
Length of leased roads,		105.63	99.13
Length of operated roads,		126.42	19.70
Total length of all roads owned, leased, and operated,		377.48	220.03
Length of second track,		84.50	48.88
Length of sidings and other tracks not above enumerated,		207.92	102.05
Length of all tracks,		669.90	370.96

Gauge.

Gauge of lines, ... 4 feet 9 inches.

Track.

Miles of track laid with steel rails on lines owned, leased, or operated, whole length, 487.02; in Pennsylvania, . . . 299.19

Miles of track laid with iron rails on lines owned, leased, or operated, whole length, 182.88; in Pennsylvania, . . 71.77

Weight of rail per yard, { Steel, ... 60, 67, and 70 lbs.
Iron, ... 56, 60, 64, and 67 lbs.

Telegraph Lines.

Length of lines in miles, 346.76; in Pennsylvania, . . . 217.44

Number of miles of wire, 788.30; in Pennsylvania, . . . 495.26

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company, ... 200

Wooden bridges, number of, 77; aggregate length, . . 5,429 feet.

Stone bridges, number of, 29; aggregate length, . . . 654 feet.

Iron bridges, number of, 80; aggregate length, . . 4,772 feet.

Wooden trestles, number of, 13; aggregate length, . . 2,534 feet

Iron trestles, number of, 1; aggregate length, . . . 363 feet.

Total length of bridges and trestles, ... 13,752 feet.

Crossings.

Railroads crossing, at grade, lines owned by the company in this Commonwealth:

Cumberland Valley railroad, at Bridgeport; Summit Branch railroad, at Millersburg; Philadelphia and Reading railroad, at Trevorton Junction; Philadelphia and Reading railroad, at Sunbury; Shamokin Valley and Pottsville railroad, at Sunbury.

Number of crossings of highways, at grade, in this Commonwealth,	298
Number of crossings of highways over railroad,	7
Number of crossings of highways under railroad,	13
Number of crossings at which gates or flagmen are maintained,	9
Number of crossings at which there are neither gates nor flagmen,	289

Statement of regulations governing employés in regard to these crossings: All trains are required to sound the whistle at, and ring the engine-bell from, a point one fourth mile distant from each crossing. Crossing-flagmen are instructed to be constantly on the lookout at crossings, and where there are gates to close them at a safe limit of time before approaching trains reach the crossing, and keep them closed until the track may be crossed in safety.

Stations.

Number of stations on main line: Passenger, 42; freight, 45; in Pennsylvania,	24
Number of stations on branches: Passenger, 10; freight, 10; in Pennsylvania,	None.
Number of stations on leased roads: Passenger, 27; in Pennsylvania, 27; freight, 26; in Pennsylvania,	25
Number of engine-houses and shops owned by the company: 7; in Pennsylvania,	4
Number of fuel and water stations on main line, 26; in Pennsylvania,	16
Number of fuel and water stations on branches, 5; in Pennsylvania,	None.
Number of fuel and water stations on leased roads, 14; in Pennsylvania,	13
Number of tunnels on all lines owned by the company, 2; in Pennsylvania,	1
Aggregate length of tunnels, 338 feet; in Pennsylvania,	256 feet.

Material of foundation upon which track is laid: Oak cross-ties on stone and gravel ballast.

Equipment.		Number.	Average cost of each.
Locomotives,		152	
Passenger cars, first class,	72		
second class,	0		
Total passenger cars,		72	
Baggage, mail, and express cars,		39	
Postal cars, (letter and storage,)		3	
Freight cars, 8-wheel,	5,186		
4-wheel,	81		
Total freight cars,		5,267	
Steamboats, (including ferry-boats and tugs,)		1	
Cars, roadway department, 8-wheel,		57	
4-wheel,		5	
Hand-cars and hand-trucks,		227	

Train brake in use: Westinghouse automatic.

Average number of cars in passenger trains, including mail, express, and baggage cars,	4.624
Average number of cars in freight trains,	34.689
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	131.4
Average weight of freight trains, including locomotive and tender, in working order, in tons,	922.2

Employes.

Average number of persons regularly employed by the company, including officials,	2,337
Same in Pennsylvania,	893

DOINGS OF THE YEAR.
Transportation and Total Miles Run.

Number of miles run by passenger trains,	662,283
Number of miles run by freight and coal trains,	1,191,680
Total number of miles run,	1,853,963
Number of passengers carried one mile in Pennsylvania,	18,180,194
Number of tons of 2,000 lbs. of through freight for the year on main road,	941,714
Number of tons of 2,000 lbs. of local freight for the year,	5,545,145
Number of tons of freight carried one mile,	379,205,300
Number of tons of freight carried one mile in Pennsylvania,	280,993,855
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	6,486,859
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	24½
Average rate of speed adopted by express trains, including stops, miles per hour,	31
Average rate of speed adopted by freight trains, including stops, miles per hour,	11

Amount of Freight, in Tons of 2,000 lbs.

Anthracite coal,	2,774,486	Agricultural products,	867,334
Bituminous coal and coke,	478,564	Merchandise and manufactures,	500,209
Petroleum and other oils,	488,353	Live stock,	76,811
Pig-iron,	129,280	Lumber,	691,238
Railroad iron,	23,235	Other articles,	107,349
Other iron or castings,	125,504		
Iron and other ores,	109,110		
Stone and lime,	115,386	Total,	6,486,859

Rate Per Ton (2,000 lbs.) Per Mile Charged for Freight.

For through freight and coal, and local freight and coal, per ton per mile, ... 0.768

EARNINGS FOR THE YEAR—For Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1885,	.....	.....	.....	.....	.....	.....	164,519	1,636,440	$42,094 51
February, 1885,	.....	.....	.....	.....	.....	.....	152,056	1,441,110	36,208 74
March, 1885,	.....	.....	.....	.....	.....	.....	185,371	1,820,496	44 097 14
April, 1885,	.....	.....	.....	.....	.....	.....	208,240	2,074,245	48,881 00
May, 1885,	.....	.....	.....	.....	.....	.....	190 487	2,055,018	47 366 20
June, 1885,	.....	.....	.....	.....	.....	.....	215,249	2,240,719	51,693 32
July, 1885,	.....	.....	.....	.....	.....	.....	215,674	2 188,665	53,490 60
August, 1885,	.....	.....	.....	.....	.....	.....	264 360	2,453,469	57,275 41
September, 1885,	.....	.....	.....	.....	.....	.....	266,557	2,505,283	59,140 97
October, 1885,	.....	.....	.....	.....	.....	.....	235,482	2,412,639	53,932 41
November, 1885,	.....	.....	.....	.....	.....	.....	197,808	1,819,385	45,263 23
December, 1885,	.....	.....	.....	.....	.....	.....	185,551	1,886,968	45,181 65
Total,	.....	.....	.....	.....	.....	.....	2,481,354	24,534,437	$584,625 18

Rate of Fare for Passengers Charged for the Respective Classes Per Mile.

First-class through and first-class way passengers, 2.383 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1885,	55,498	7.714,222	$59,368 91	414,114	19,553,846	$162,160 84	469,612	27,268,068	$221,529 75
February, 1885,	80,212	11,149 468	80,152 32	385.795	18,256,414	146.813 85	466,007	29,405,882	226,966 17
March, 1885,	86.554	12.031,006	92,544 39	461,558	21,589,791	184.919 07	548,112	33.620 797	277,463 46
April, 1885,	66,407	9,230,573	64,104 03	532,064	24 531,489	191 408 48	599.071	33,762,062	255 512 51
May, 1885,	81.404	11,315,156	73,627 99	474 144	21.886.392	165,260 53	555,548	33 201,548	243,888 52
June, 1885,	83,291	11.577,449	71 932 32	427.507	19 283,496	138,107 93	510,798	30 860,945	210,040 25
July, 1885,	66,152	9 195,128	58 412 94	415,341	18,927,521	140.607 26	481,493	28.122.649	199.020 20
August, 1885,	69,527	9 664,253	67,404 40	451.232	19.522.009	158,981 67	520,759	29 186,262	226,386 07
September, 1885,	85,289	11.855,171	83,245 30	516 751	22,530.670	164,593 85	602,040	34,385,841	247,839 15
October, 1885,	89 731	12 472 609	91 569 63	510,451	22 010.099	178,673 16	600,182	34.482,708	270,242 79
November, 1885,	84.868	11.796,652	92 050 63	461,216	19,295.920	162,757 08	546 084	31.092,572	254 807 76
December, 1885,	92,731	12 896 559	103,465 14	494,372	20,919,407	175,120 41	587,153	33 815,966	278,586 55
Total,	941,714	130,828,246	$942 879 05	5,545,145	248,307,054	$1,969,404 13	6,486,859	379,205,300	$2,912,283 18

From All Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1885,	$2,454	92	$5,191	30	$28,956	43	$36,602	65
February, 1885,	2,454	92	3,549	84	24,408	22	30,412	98
March, 1885,	2,454	92	3,467	65	22,871	54	28,794	11
April, 1885,	2,454	92	3,809	77	27,696	03	33,960	72
May, 1885,	2,454	93	4,029	04	28,944	92	35,428	89
June, 1885,	2,454	93	5,082	61	27,257	12	34,794	66
July, 1885,	2,450	33	3,796	84	21,415	70	27,662	87
August, 1885,	2,450	33	3,544	63	22,737	91	28,732	87
September, 1885,	4,062	62	4,623	40	22,190	42	30,876	44
October, 1885,	3,011	01	6,002	04	20,678	06	29,691	11
November, 1885,	2,994	24	5,486	99	21,587	31	30,068	54
December, 1885,	2,994	25	6,401	51	22,021	90	31,417	66
Total,	$32,692	32	$54,985	62	$290,765	56	$378,443	50

Recapitulation.

Total passenger earnings for the year,	$584,625	18
Total freight earnings for the year,	2,912,283	18
Total earnings from all other sources,	378,443	50
Total earnings from all sources on whole length of line,	$3,875,351	86
Proportion of earnings in Pennsylvania to earnings of whole line,	2,871,663	61

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Advertising,	$4,198	08	$220	11	$4,418	19
Agents,	11,646	60	27,232	69	38,879	29
Baggage-masters,	18,809	66	. .	.	18,809	66
Brakemen,	11,668	24	120,155	40	131,823	64
Cars, cleaning,	15,728	27	23,322	59	39,050	86
Car furniture and fixtures,	4,099	85	3,960	84	8,060	69
Clerks,	17,010	50	73,292	09	90,302	59
Conductors and train agents,	17,330	06	54,340	70	71,670	76
Dispatchers,	6,175	32	24,873	07	31,048	39
Docks, dredging and cleaning,	. .		3,504	94	3,504	94
Expenses of grain elevators,	. . .		2,175	79	2,175	79
Expenses of stations, except labor,	2,977	30	7,102	93	10,080	23
Foreign agencies,	12,329	57	4,576	72	16,906	29
Heating cars,	1,503	14	285	89	1,789	03
Heating stations,	966	45	1,221	51	2,187	96
Incidentals,	5,444	97	9,708	46	15,153	43
Insurance,	1,920	69	11,979	53	13,900	22
Labor at stations,	13,237	68	51,603	93	64,841	61
Legal expenses,	511	58	1,385	71	1,897	29
Lighting cars,	327	76	473	24	801	00
Lighting stations,	8,597	26	2,459	70	11,056	96
Loss and damage,	24	79	3,042	67	3,067	46
Mail expenses,	327	00	. .		327	00
Oil, tallow, waste, &c,	1,140	58	3,688	74	4,829	32
Stationery and printing,	3,889	15	6,327	72	10,216	87
Stations, repairs of and furniture for,	76,820	57	27,912	92	104,733	49
Superintendents,	1,675	44	5,026	44	6,701	88
Switchmen,	3,882	68	7,390	50	11,273	18

Taxes on stations,	$18	71	$125	08	$143	79
Taxes, State,	5,282	95	21,520	49	26,803	44
Teaming,			36,325	91	36,325	91
Telegraph expenses,	10,112	05	32,065	83	42,177	88
Watchmen,	3,567	48	20,571	55	24,139	03
Wharves and landings, repairs of,	175	84	2,030	38	2,206	22
Wrecks, clearing,	249	82	2,022	58	2,272	40
Total,	$261,650	04	$591,926	65	$853,576	69
Motive Power.						
Enginemen and firemen, passenger,	$37,485	07			$37,485	07
" " " freight,			$119,637	90	119,637	90
Engine-houses and machine-shops, &c., repairs of,	5,072	94	15,218	82	20,291	76
Fuel for heating,	327	93	983	79	1,311	72
Fuel for locomotives,	30,215	10	172,981	32	203,196	42
Incidentals,	3,047	01	9,141	03	12,188	04
Laborers,	10,402	73	31,224	31	41,627	04
Locomotive furniture and fixtures,	1,052	11	3,156	35	4,208	46
Locomotives, repairs of,	37,675	55	107,660	81	145,336	36
Oil for locomotives,	1,202	70	4,083	37	5,286	07
Rentals of engines,	55	88	783	72	839	60
Stationery and printing,	274	04	822	13	1,096	17
Tallow for locomotives,	1,039	51	3,732	76	4,772	27
Tools and machinery, repairs of,	2,772	65	8,317	96	11,090	61
Waste for locomotives,	934	41	2,358	37	3,292	78
Watchmen,	571	70	1,715	11	2,286	81
Water, wood, and coal stations, expenses and repairs of,	5,357	74	16,073	23	21,430	97
Total,	$137,487	07	$497,890	98	$635,378	05
Maintenance of Way.						
Ballast,	$3,393	99	$10,181	97	$13,575	96
Bridges, repairs of,	11,685	26	35,055	77	46,741	03
Cars, repairs of, (in M. of W. service,)	380	04	1,140	11	1,520	15
Clerks,	432	12	1,296	36	1,728	48
Cross-ties,	15,545	65	46,636	95	62,182	60
Expenses on property,	1,360	94	4,082	82	5,443	76
Foreman, tool, and watch-houses, repairs of,	57	78	173	33	231	11
Frogs,	862	58	2,587	75	3,450	33
Incidentals,	278	17	834	50	1,112	67
Oil, tallow, waste, &c.,	160	30	480	93	641	23
Rails, iron,	367	97	1,103	90	1,471	87
Rails, steel,	3,020	71	9,062	14	12,082	85
Road-bed, repairs of, labor and material,	16,868	78	50,606	33	67,475	11
Snow and ice, removing,	1,106	83	3,320	48	4,427	31
Spikes,	700	91	2,102	74	2,803	65
Splices,	700	19	2,100	57	2,800	76
Stationery and printing,	52	18	156	53	208	71
Superintendents and supervisors,	2,220	60	6,661	82	8,882	42
Switches,	2,562	69	7,688	06	10,250	75
Taxes on real estate for road,	502	54	1,507	64	2,010	18
Telegraph, repairs of,	2,447	77	7,343	31	9,791	08
Tools and repairs of tools,	1,521	80	4,565	43	6,087	23
Track, repairing,	21,345	70	64,037	10	85,382	80
Watchmen,	3,235	41	9,706	23	12,941	64
Total,	$90,810	91	$272,432	77	$363,243	68

Maintenance of Cars.	Passenger.		Freight.		Total.	
Car-shops and sheds, repairs of,	$760	39	$2,281	18	$3,041	57
Cars, repairs of freight,	.....		225,798	44	225,798	44
Cars, repairs of passenger, baggage, express, and postal,	71,169	39	.....		71,169	39
Fuel for heating,	286	08	858	21	1,144	29
Incidentals,	2,248	28	6,744	84	8,993	12
Laborers,	1,367	11	4,101	33	5,468	44
Tools and repairs of tools,	747	26	2,241	76	2,989	02
Watchmen,	298	65	895	94	1,194	59
Total,	$76,877	16	$242,916	70	$319,793	86
General Expenses.						
Advertising,	$131	88	$395	64	$527	52
Attendants,	267	74	803	23	1,070	97
Clerks,	5,245	18	15,735	56	20,980	74
Fuel and light,	74	95	224	86	299	81
Incidentals and legal expenses,	1,150	32	3,450	94	4,601	26
Office expenses, repairs, and furniture,	261	89	725	67	967	56
Salaries of president and other officer,	2,462	63	7,387	89	9,850	52
Stationery and blanks,	1,111	00	3,333	01	4,444	01
Total,	$10,685	59	$32,056	80	$42,742	39

EARNINGS—Summary.

Passenger transportation, local and through,		$584,625	18
Freight transportation, local,	$1,969,404 13 } total,	2,912,283	18
Freight transportation, through,	942,879 05 }		
Mail service,	32,692 32 } total,	87,677	94
Express service,	54,985 62 }		
Miscellaneous,		290,765	56
Total,		$3,875,351	86

EXPENSES—Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	$261,650	04	$591,926	65	$853,576	69
Motive power,	137,487	07	497,890	98	635,378	05
Maintenance of way,	90,810	91	272,432	77	363,243	68
Maintenance of cars,	76,877	16	242,916	70	319,793	86
General expenses,	10,685	59	32,056	80	42,742	39
Total,					$2,214,734	67

Operating expenses, 57.15 per cent. of earnings.		
Earnings per mile of road operated,	$27,880	23
Expenses per mile of road operated,	15,933	34
Net earnings,	11,946	89

ASSETS.

Cost of railway and appurtenances,	$12,180,504 99		
Cost of real estate,	1,688,805 99		
Cost of equipment,	4,196,107 35		
		$18,065,418	33
Mortgages and ground-rents receivable,		9,752	33
Stock of the Chemung and Elmira, Jefferson and Canandaigua companies,		2,500,000	00
Materials and supplies,		289,122	54
Cash deposited in banks,		945,761	79
Due from agents,		85,517	40
Due from connecting roads, &c.,		422,758	23
Bonds and stocks,		1,735,776	01
Depreciation fund for coal land of Shamokin Valley and Pottsville Railroad Company,		191,542	50
		$24,245,649	13

LIABILITIES.

Capital stock, (130,000 shares,)		$6,500,000	00
Mortgage to State of Maryland, to secure annuity of $90,000, (irredeemable.)		1,500,000	00
Mortgage 6 per cent. currency coupon bonds, due April 1, 1900,		1,126,000	00
Consolidated mortgage 6 per cent. gold coupon and registered bonds, due July 1, 1900,		2,804,000	00
Consolidated general mortgage gold bonds:			
Series A and B, (sterling or dollar,) 6 per cent. sinking fund, due July 1, 1904,	$2,438,000 00		
Series C, 6 per cent., due July 1, 1904,	1,000,000 00		
Million loan (series D) 6 per cent., due July 1, 1904,	1,000,000 00		
Series E, 4½ per cent., due April 1, 1925,	1,220,000 00		
		5,658,000	00
Second general mortgage 5 per cent. currency coupon bonds, due January 1, 1926:			
Series A,	$2,813,000 00		
Series B,	1,000,000 00		
		3,813,000	00
Mortgages and ground-rents payable,		440,354	00
Interest and rentals accrued,		388,861	25
Vouchers and pay-rolls,		376,803	28
Dividend due January 15, 1886,		260,000	00
Other liabilities,		191,963	86
Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company,		197,398	56
Profit and loss account,		989,268	18
		$24,245,649	13

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Adams Express Company, at a fixed percentage of gross receipts.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates. Pullman Palace Car Company. Parlor and sleeping-cars.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transporta-

tion of its mails, and the terms of service. January 1 to June 30, $216 52 per mile for 137.8) miles; July 1 to December 31, $263 55 per mile for 138.01 miles; dependent on the amount of service performed. No contract made with the Post-Office Department.

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies declared during the year: June 15 and December 14, 1885, each four (4) per cent.

Paid in dividends, cash,	$520,000	00
Balance for the year, or surplus,	542,213	31
Surplus at the commencement of the year, less depreciation charged,	447,054	87
Total surplus,	989,268	18
Surplus invested as follows:		
Cash and loans, balance of accounts due company, material, fuel, stores, and other items,	989,268	18

ACCIDENTS TO PERSONS.

	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employés,	...	25	1	21	1	46
Others,	...	1	6	14	6	15
Total,	....	26	7	35	7	61

North and West Branch.

Year ending December 31, 1885.

Officers.	Residences.
D. J. Waller, President,	Bloomsburg, Pa.
J. N. DuBarry, Vice President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
C. R. Buckalew,	Bloomsburg, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
William Neal,	Bloomsburg, Pa.
Henry W. Palmer,	Wilkes-Barre, Pa.
Charles Parrish,	Wilkes-Barre, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Catawissa to Wilkes-Barre,	43.13	43.13
Length of single main track,	43.13	43.13
Branches.		
Newport branch, from Nanticoke to Glenlyon, — Length of road,	4.69	4.69
Newport branch, from Nanticoke to Glenlyon, — Length of single track,	4.69	4.69

North-East Pennsylvania.

Year ending October 31, 1885.

Officers.	Residences.
Joshua Comly, President,	Chestnut Hill, Philadelphia.
J. S. Wise, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 240 South Third street, Philadelphia.

Directors.	Residences.
John Jordan, junior,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.
Edward C. Knight,	Philadelphia, Pa.
Alfred Hunt,	Bethlehem, Pa.
James H. Stevenson,	Philadelphia, Pa.
Richard J. Dobbins,	Philadelphia, Pa.
Charles A. Sparks,	Philadelphia, Pa.
Franklin A. Comly,	Philadelphia, Pa.
Thomas P. Stotesbury,	Philadelphia, Pa.
G. J. Mitchell,	Hatboro', Montgomery county, Pa.
Isaac Warner, junior,	Hatboro', Montgomery county, Pa.
I. Newton Evans,	Hatboro', Montgomery county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Abington to Hartsville,	9.8	9.8
Length of single main track,	9.8	9.8

North Pennsylvania.

Year ending October 31, 1885.

Officers.	Residences.
Franklin A. Comly, President,	Philadelphia, Pa.
John S. Wise, Secretary and Treasurer,	Philadelphia, Pa.
William Rotch Wister, General Solicitor,	Philadelphia, Pa.

General offices at 240 South Third street, Philadelphia, Pa.

Directors.	Residences.
John Jordan, junior,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.
Edward C. Knight,	Philadelphia, Pa.
Alfred Hunt,	Bethlehem, Pa.
Ario Pardee,	Hazleton, Pa.
James H. Stevenson,	Philadelphia, Pa.
Richard J. Dobbins,	Philadelphia, Pa.
Charles A. Sparks,	Philadelphia, Pa.
Edwin H. Fitler,	Philadelphia, Pa.
Thomas P. Stotesbury,	Philadelphia, Pa.
Thomas Cochran,	Philadelphia, Pa.
Thomas McKean,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Willow street, Philadelphia, to Bethlehem, Pa,		55.6	55.6
Length of single main track,		29.3	29.3
Length of second main track,		26.3	26.3
Branches.			
Delaware River branch, from Jenkintown to middle of Delaware river near Yardley,	Length of road,	20.5	20.5
	Length of doublet rack,	20.5	20.5
Doylestown branch, from Lansdale to Doylestown,	Length of road,	10.3	10.3
	Length of single track,	10 3	10.3
Shimersville branch, (out of use,)	Length of road,	1.8	1.8

North Side Incline Plane.

To Hon. J. SIMPSON AFRICA,

Secretary of Internal Affairs, Harrisburg, Pa.:

SIR: The charter of the North Side Incline Plane Company was obtained for the purpose of constructing a plane on Buena Vista street, Allegheny City. Application was made to the councils of said city for the passage of an ordinance permitting the company to construct a plane upon Buena Vista street soon after the charter was granted. This ordinance the councils refused to pass. The charter is worthless without the ordinance, consequently, the North Side Incline Plane Company has never constructed its plane, and has not transacted any business whatever. It has no assets, and the projector of the enterprise has abandoned it.

Very respectfully,

J. A. McLAUGHLIN,

President North Side Incline Plane Company.

PITTSBURGH, *December 30, 1885.*

Ohio and Baltimore Short-Line.

Year ending September 30, 1885.

Officers.	Residences.
J. B. Washington, President,	Pittsburgh, Pa.
F. R. Pinkerton, Secretary,	Pittsburgh, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.

General offices at Pittsburgh, Pa.

Directors.	Residences.
William W. Smith,	Washington, Pa.
William Workman,	Washington, Pa.
Johns McCleave,	Pittsburgh, Pa.
Samuel Spencer,	Baltimore, Md.
H. S. Burgesser,	Pittsburgh, Pa.
S. K. Harris,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Proposed length of main line, from Ohio and Baltimore Junction, on P. & C. R. R., to Washington, Pa., (under construction,) about	46	46
Length of single main track laid,	8.25	8.25

ASSETS.

Construction,	$1,421,411	74
	$1,421,411	74

LIABILITIES.

Capital stock,	$290,000	00
First mortgage Eastern Division bonds,	500,000	00
Due other corporations,	629,144	50
Profit and loss,	2,267	24
	$1,421,411	74

Oil City and Ridgway.

Year ending December 31, 1885.

Officers.	Residences.
G. Clinton Gardner, President,	New York, N. Y.
J. R. Trimble, Secretary and Treasurer,	Penllyn, Pa.
Ensign Bennett, General Manager,	Buffalo, N. Y.

General offices at No. 242 South Third street, Philadelphia, Pa.

Directors.	Residences.
C. H. Clark,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
A. N. Martin,	New York, N. Y.
C. H. Allen,	New York, N. Y.
E. W. Clark,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from South Oil City to Cranberry mines,	6	6

Olean, Bradford and Warren.

Year ending September 30, 1885.

Officers.	Residences.
F. S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
Directors.	**Residences.**
G. Clinton Gardner,	New York city.
C. H. Allen,	New York city.
A. N. Martin,	Summit, N. J.
C. H. Clark,	Philadelphia, Pa.
I. N. Seligman,	New York city.
B. K. Jamison,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from State line, N. Y., to Bradford, Pa.,	14	14

Pennsylvania.

Year ending December 31, 1885.

Officers.	Residences.
George B. Roberts, President,	Philadelphia, Pa.
Edmund Smith, First Vice President,	Philadelphia, Pa.
Frank Thomson, Second Vice President,	Philadelphia, Pa.
J. N. DuBarry, Third Vice President,	Philadelphia, Pa.
John P. Green, Fourth Vice President,	Philadelphia, Pa.
John C. Sims, junior, Secretary,	Philadelphia, Pa.
John D. Taylor, Treasurer,	Philadelphia, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.
William H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.
Robert E. Pettit, General Superintendent,	Altoona, Pa.
Thomas Gucker, Division Superintendent,	Philadelphia, Pa.
O. E. McClellan, Division Superintendent,	Harrisburg, Pa.
Robert Pitcairn, Division Superintendent,	Pittsburgh, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
George B. Roberts,	233 South Fourth street, Philadelphia, Pa.
Wistar Morris,	209 South Third street, Philadelphia, Pa.
Alexander M. Fox,	2453 Frankford avenue, Philadelphia, Pa.
Alexander Biddle,	1307 Walnut street, Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.
D. B. Cummins,	Girard National Bank, Philadelphia, Pa.
Henry D. Welsh,	524 Marshall street, Philadelphia, Pa.
John Price Wetherill,	430 Walnut street, Philadelphia, Pa.
William L. Elkins,	125 Arch street, Philadelphia, Pa.
William Thaw,	Pittsburgh, Pa.
H. H. Houston,	308 Walnut street, Philadelphia, Pa.
A. J. Cassatt,	Haverford College, Montgomery county, Pa.
C. A. Griscom,	307 Walnut street, Philadelphia, Pa.
Edmund Smith,	233 South Fourth street, Philadelphia, Pa.
Frank Thomson,	233 South Fourth street, Philadelphia Pa.
J. N. DuBarry,	233 South Fourth street, Philadelphia, Pa.
John P. Green,	233 South Fourth street, Philadelphia, Pa.

CAPITAL STOCK.

Amount authorized by law,		$151,700,000	00
Amount authorized by votes of company,		99,243,450	00
Amount subscribed,		94,777,850	00
Amount now paid in,		94,777,850	00
Number of shares issued,	1,895,557		
Amount paid in on each share,		50	00
Par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due 1880, outstanding.) amount,		$8,000	00
General mortgage bonds, (due 1910, bear interest at 6 per cent., which is payable semi-annually,) amount,		19,999,760	00
Consolidated mortgage bonds, (due 1905, bear interest at 6 per cent., which is payable, coupons, semi-annually, and registered, quarterly,) amount,		27,482,930	00
Consolidated mortgage bonds, (due 1919, bear interest at 5 per cent., which is payable, coupons, semi-annually, and registered, quarterly,) amount,		4,998,000	00
Navy Yard mortgage bonds, (semi-annually, due 1901, bear interest at 4 per cent.,) amount,		1,000,000	00
Collateral trust bonds, (semi-annually, due 1913, bear interest at 4½ per cent.,) amount,		9,900,000	00
Total amount of funded debt,		$63,388,690	00
Unfunded Debt.			
Bills payable,	None.		
Total amount of unfunded debt,	None.		
Total amount of funded and unfunded debt,		$63,388,690	00
Funded debt as per last report,	$59,431,690 00		
Unfunded debt as per last report,	None.		
Debt due the State, account of purchase of main line bonds, interest 5 per cent.,		$2,329,871	72
Total cash realized from capital stock and debt,		158,166,540	00

COST.

Total cost of roads owned to date,	$38,373,977	24
Total cost of equipment owned,	24,357,293	43
Total cost of roads and equipment,	$62,731,270	67

CHARACTERISTICS OF ROAD.

Main Line Owned.		Miles. Whole length.	Miles. Length in Penn'a.
Length of main line, from Harrisburg to Pittsburgh,		248.26	248.26
Length of second main track,		248.26	248.26
Length of third main track,		70.80	70.80
Branches Owned.			
Delaware extension, from Dock street, Philadelphia, to West Philadelphia,	Length of road,	7.84	7.84
	Length of single track,	0.41	0.41
	Length of double track,	7.43	7.43
Swanson street extension, from two miles east of Hamburg Junction to one and two tenths miles south of Dock street, Philadelphia,	Length of road,	1.22	1.22
	Length of single track,	1.10	1.10
	Length of double track,	0.12	0.12
Girard Point extension, from Hamburg Junction to Girard Point,	Length of road,	2.06	2.06
	Length of single track,	2.06	2.06
Schuylkill River branch, from Arsenal branch, West Philadelphia, to Haverford street, West Philadelphia,	Length of road,	1.70	1.70
	Length of single track,	0.04	0.04
	Length of double track,	1.66	1.66
Filbert street extension, from Broad street station Philadelphia, to west side of Thirtieth street, West Philadelphia,	Length of road,	1.00	1.00
	Length of double track,	1.00	1.00
Philadelphia and Columbia railroad, from west side of Thirtieth street, West Philadelphia, to Columbia, Pa.,	Length of road,	80.15	80.15
	Length of double track,	80.15	80.15
Fifty-Second Street branch, from Fifty-second street station, West Philadelphia, to south side of Monticello street, West Philadelphia,	Length of road,	0.14	0.14
	Length of double track,	0.14	0.14
Frazer branch, from Frazer to near Woodlands,	Length of road,	1.80	1.80
	Length of single track,	1.80	1.80
Columbia bridge, from Columbia (over Susquehanna river) to Wrightsville,	Length of bridge,	1.20	1.20
	Length of single track,	1.20	1.20
York branch, from Wrightsville to York,	Length of road,	12.00	12.00
	Length of single track,	12.00	12.00
Rockville branch, from Dauphin to Rockville,	Length of road,	2.83	2.83
	Length of single track,	0.94	0.94
	Length of double track,	1.89	1.89
Tyrone branch, from Tyrone to Vail,	Length of road,	3.15	3.15
	Length of single track,	1.34	1.34
	Length of double track,	1.81	1.81
Hollidaysburg branch, from Altoona to Hollidaysburg, and "Y" switches at junction of New Portage railroad,	Length of road,	9.60	9.60
	Length of single track,	9.60	9.60
Morrison's Cove branch from Williamsburg Junction to Henrietta	Length of road,	18.90	18.90
	Length of single track,	18.90	18.90
Martinsburg branch, from Martinsburg Junction to Martinsburg,	Length of road,	0.70	0.70
	Length of single track,	0.70	0.70
Bloomfield branch, from Roaring Spring to Ore Hill,	Length of road,	3.00	3.00
	Length of single track,	3.00	3.00

Williamsburg branch, from Williamsburg Junction to Williamsburg,	Length of road,	13.30	13.30
	Length of single track,	13.30	13.30
Springfield branch, from Springfield Junction to ore mines,	Length of road,	8.20	8.20
	Length of single track,	8.20	8.20
Indiana branch from Blairsville Intersection to Indiana	Length of road,	18.91	18.91
	Length of single track,	18.91	18.91
Wilmore branch, from Ben's Creek to Summerhill,	Length of road,	0.67	0.67
	Length of single track,	0.67	0.67
Alexandria branch, from George to Crabtree,	Length of road,	4.55	4.55
	Length of single track,	4.55	4.55
Manor branch, from Manor to works of Manor Gas Coal Company, Claridge, Pa,	Length of road,	4.30	4.30
	Length of single track,	4.30	4.30
Port Perry branch, from Brinton to Thomson,	Length of road,	1.37	1.37
	Length of single track,	0.40	0.40
	Length of double track,	0.97	0.97
Summerhill branch, from Summerhill to South Fork,	Length of road,	2.03	2.03
	Length of single track,	2.03	2.03
Leased Roads.*			
Martin's Creek railroad, in Pennsylvania, from center of Delaware river, opposite Martin's Creek station, N. J., to connection with Bangor and Portland railroad near mouth of Martin's Creek, Pa.,	Length of road,	0.15	0.15
	Length of single track,	0.15	0.15
Trenton Delaware bridge, from Trenton, N. J., to Morrisville, Pa.,	Length of bridge,	0.19	0.095
	Length of double track,	0.19	0.095
Philadelphia and Trenton railroad, from Morrisville to Kensington,	Length of road,	26.42	26.42
	Length of double track,	26.42	26.42
Tioga Street branch, from Philadelphia and Trenton railroad in Kensington to gas works on Delaware river,	Length of road,	1.23	1.23
	Length of single track,	1.23	1.23
Frankford and Holmesburg railroad, from Holmesburg Junction to Bustleton,	Length of road,	4.16	4.16
	Length of single track,	4.16	4.16
River Front railroad, from connection with Philadelphia and Trenton railroad, Lehigh avenue, Philadelphia, to Dock street, Philadelphia,	Length of road,	3.62	3.62
	Length of single track,	1.35	1.35
	Length of double track,	2.27	2.27
Connecting railway, from Frankford Junction to Mantua, Philadelphia,	Length of road,	6.75	6.75
	Length of double track,	6.75	6.75
Philadelphia, Germantown and Chestnut Hill railroad, from Germantown Junction to Chestnut Hill,	Length of road,	6.75	6.75
	Length of single track,	0.01	0.01
	Length of double track,	6.74	6.74
Pennsylvania Schuylkill Valley railroad, from Monticello street, Philadelphia, to Hamburg,	Length of road,	72.49	72.49
	Length of single track,	51.92	51.92
	Length of double track,	20.57	20.57
Front Street branch, Pennsylvania Schuylkill Valley railroad, from Court street, Reading, to Sixth street, Reading,	Length of road,	0.98	0.98
	Length of single track,	0.98	0.98
Phœnixville branch, Pennsylvania Schuylkill Valley railroad, from Frazer to Phœnixville,	Length of road,	10.65	10.65
	Length of single track,	9.31	9.31
	Length of double track,	1.34	1.34
West Chester railroad, from near Woodlands to West Chester,	Length of road,	5.00	5.00
	Length of single track,	5.00	5.00
Pomeroy and Newark railroad, from Pomeroy, Pa., to Philadelphia, Wilmington and Baltimore railroad, Newark, Delaware,	Length of road,	26.70	21.66
	Length of single track,	26.70	21.66
East Brandywine and Waynesburg railroad, from Downingtown to New Holland,	Length of road,	28.11	28.11
	Length of single track,	28.11	28.11

* Leased lines lying entirely in any other State than Pennsylvania are omitted in this report.

Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, from Dillerville Junction to Harrisburg,	Length of road,	35.75	35.75
	Length of single track,	25.59	25.59
	Length of double track,	10.16	10.16
Columbia branch, (Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad,) from Branch Intersection to Columbia,	Length of road,	18.15	18.15
	Length of double track,	18.15	18.15
Morgan Run branch, from Morgan Run Junction to terminus,	Length of road,	4.05	4.05
	Length of single track,	4.05	4.05
Goss Run, No. 1, branch, from Goss Run Junction to terminus,	Length of road,	1.91	1.91
	Length of single track,	1.91	1.91
Goss Run, No. 2, branch, from Goss Run Junction, No. 2, to terminus,	Length of road,	1.64	1.64
	Length of single track,	1.64	1.64
Goss Run, No. 3, branch, from Goss Run Junction, No. 3, to terminus,	Length of road,	1.26	1.26
	Length of single track,	1.26	1.26
Houtzdale branch, from Houtzdale Junction to terminus,	Length of road,	0.74	0.74
	Length of single track,	0.74	0.74
Mapleton branch, No. 1, from Mapleton Junction to terminus,	Length of road,	3.20	3.20
	Length of single track,	3.20	3.20
Mapleton branch, No. 2, from Mapleton Junction, No. 2, to terminus,	Length of road,	2.24	2.24
	Length of single track,	2.24	2.24
Phillipsburg branch, from Phillipsburg Junction to Morrisdale,	Length of road,	3.49	3.49
	Length of single track,	3.49	3.49
Derby branch, from Derby Junction to terminus,	Length of road,	1.19	1.19
	Length of single track,	1.19	1.19
Lewisburg and Tyrone railroad, (west end,) from Tyrone to Fairbrook,	Length of road,	19.90	19.90
	Length of single track,	19.90	19.90
Lewisburg and Tyrone railroad, (east end,) from Montandon to near Lemont,	Length of road,	57.60	57.60
	Length of single track,	57.60	57.60
Bellefonte, Nittany and Lemont railroad, from near Lemont to Bellefonte,	Length of road,	9.45	9.45
	Length of single track,	9.45	9.45
Scotia branch, Lewisburg and Tyrone railroad, from Fairbrook to Scotia,	Length of road,	5.26	5.26
	Length of single track,	5.26	5.26
Juniata branch, Lewisburg and Tyrone railroad, from Juniata Junction to Juniata,	Length of road,	2.08	2.08
	Length of single track,	2.08	2.08
Newry railroad, from junction near Portage railroad to Newry,	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
Bedford and Bridgeport railroad, from Mt. Dallas to State Line,	Length of road,	38.70	38.70
	Length of single track,	38.70	38.70
Dunnings Creek branch, Bedford and Bridgeport railroad, from Bedford to Holderbaum,	Length of road,	10.50	10.50
	Length of single track,	10.50	10.50
Mifflin and Centre County railroad, from Lewistown Junction to Milroy,	Length of road,	12.31	12.31
	Length of single track,	12.31	12.31
Lewistown and Tuscarora bridge, (over Juniata river at Lewistown,)	Length of bridge,	0.12	0.12
	Length of single track,	0.12	0.12
Sunbury and Lewistown railway, from Lewistown to Selinsgrove Junction,	Length of road,	43.45	43.45
	Length of single track,	43.45	43.45
Columbia and Port Deposit railroad, from Columbia, Pa., to Port Deposit, Maryland,	Length of road,	40.00	28.36
	Length of single track,	40.00	28.36
Hanover and York railroad, from York to Hanover,	Length of road,	18.35	18.35
	Length of single track,	18.35	18.35
Littlestown railroad, from Hanover to Maryland State Line,	Length of road,	9.30	9.30
	Length of single track,	9.30	9.30
Philadelphia and Erie railroad, from Erie to Sunbury,	Length of road,	287.56	287.56
	Length of single track,	247.30	247.30
	Length of double track,	40.26	40.26
Ridgway and Clearfield railroad, from Ridgway to Falls Creek,	Length of road,	27.23	27.23
	Length of single track,	27.02	27.02
	Length of double track,	0.21	0.21
Susquehanna and Clearfield railroad, from Keating to Karthaus,	Length of road,	22.73	22.73
	Length of single track,	22.73	22.73
Three Runs branch, from Three Runs to Potter's Mills,	Length of road,	2.11	2.11
	Length of single track,	2.11	2.11
Lewisburg bridge, (across Susquehanna river at Lewisburg,)	Length of bridge,	0.24	0.24
	Length of single track,	0.24	0.24

Sunbury, Hazleton and Wilkes-Barre railway, from Sunbury to Tomhicken,	Length of road,	43.44	43.44
	Length of single track,	43.44	43.44
North and West Branch railway, from Catawissa to Wilkes-Barre,	Length of road,	43.13	43.13
	Length of single track,	43.13	43.13
Newport branch, North and West Branch railway, from Nanticoke to Glenlyon,	Length of road,	4.69	4.69
	Length of single track,	4.69	4.69
Ebensburg and Cresson railway, from Cresson to Ebensburg,	Length of road,	11.00	11.00
	Length of single track,	11.00	11.00
South-West Pennsylvania railway, from South-West Pennsylvania Junction to Fairchance,	Length of road,	44.50	44.50
	Length of single track,	44.50	44.50
Sewickley branch, South-West Pennsylvania railway, from junction with South-West Pennsylvania railway to Tranger,	Length of road,	6.90	6.90
	Length of single track,	6.90	6.90
Stonerville branch, from junction with South-West Pennsylvania railway to end of track,	Length of road,	1.51	1.51
	Length of single track,	1.51	1.51
Boyer Run branch, from junction with Sewickley branch to end of track,	Length of road,	1.82	1.82
	Length of single track,	1.82	1.82
Brinker Run branch, from junction with Sewickley branch to end of track,	Length of road,	2.02	2.02
	Length of single track,	2.02	2.02
Scottdale branch, from junction of South-West Pennsylvania railway to June Bug and Texas branches,	Length of road,	1.87	1.87
	Length of single track,	1.87	1.87
Overton branch, from junction with Scottdale branch to end of track,	Length of road,	1.24	1.24
	Length of single track,	1.24	1.24
June Bug branch, from junction with Scottdale branch to Morewood branch,	Length of road,	1.20	1.20
	Length of single track,	1.20	1.20
Schoonmaker branch, from June Bug branch to end of track,	Length of road,	0.46	0.46
	Length of single track,	0.46	0.46
Morewood branch, from north end of June Bug branch to Morewood,	Length of road,	1.25	1.25
	Length of single track,	1.25	1.25
Texas branch, from junction with June Bug branch to end of line,	Length of road,	4.98	4.98
	Length of single track,	4.98	4.98
Everson and Broadford branch, from junction with South-West Pennsylvania railway to junction with Youghiogheny railway,	Length of road,	1.90	1.90
	Length of single track,	1.90	1.90
Opossum Run branch, from junction with South-West Pennsylvania railway at New Haven, Pa., to end of track,	Length of road,	3.90	3.90
	Length of single track,	3.90	3.90
Mahoning branch, from connection with South-West Pennsylvania railway to end of track,	Length of road,	0.86	0.86
	Length of single track,	0.86	0.86
Morrell branch, from junction of South-West Pennsylvania railway to end of track,	Length of road,	1.18	1.18
	Length of single track,	1.18	1.18
Fairchance branch, from junction with South-West Pennsylvania railway to end of track,	Length of road,	1.68	1.68
	Length of single track,	1.68	1.68
Pittsburgh, Virginia and Charleston railway, from junction with Pittsburgh, Cincinnati and St. Louis railway, South Side, Pittsburgh, to West Brownsville,	Length of road,	53.23	53.23
	Length of single track,	50.61	50.61
	Length of double track,	2.62	2.62
Vance's Mill branch, South-West Pennsylvania railway, from Vance's Mill Junction to Bute,	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91
Redstone branch, Pittsburgh, Virginia and Charleston railway, from West Brownsville to Redstone junction, South-West Pennsylvania railway,	Length of road,	16.47	16.47
	Length of single track,	16.47	16.47

Brownsville branch, from junction with Redstone branch to Brownsville,	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
Western Pennsylvania railroad, from Bolivar to Butler,	Length of road,	69.02	69.02
	Length of single track,	69 02	69.02
Allegheny City branch, Western Pennsylvania railroad, from Butler Junction to Allegheny City,	Length of road,	27.60	27.60
	Length of single track,	22.40	22.40
	Length of double track,	5.20	5.20
Bald Eagle Valley railroad, from Vail to Lock Haven,	Length of road,	51.20	51.20
	Length of single track,	51.20	51.20
Bellefonte branch, from Milesburg to Bellefonte,	Length of road,	2.99	2.99
	Length of single track,	2.99	2.99
Snow Shoe branch, from Snow Shoe Intersection to Perse,	Length of road,	22.22	22.22
	Length of single track,	22.22	22.22
Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mines,	Length of road,	3.96	3.96
	Length of single track,	3.96	3.96
Tyrone and Clearfield railway, from Vail to beyond Curwensville,	Length of road,	45.72	45.72
	Length of single track,	39.59	39.59
	Length of double track,	6.13	6.13
Moshannon branch, from Moshannon Junction to Vulcan, Pa.,	Length of road,	11.43	11.43
	Length of single track,	6.85	6.85
	Length of double track,	4.58	4.58
Moshannon and Clearfield branch, from Moshannon and Clearfield Junction to Whiteside's Summit,	Length of road,	7.20	7.20
	Length of single track,	7.20	7.20
Leskie branch, from Leskie Junction to Leskie colliery,	Length of road,	1.32	1.32
	Length of single track,	1.32	1.32
Coal Run branch, from Coal Run Junction to terminus,	Length of road,	3.82	3.82
	Length of single track,	3.82	3.82
Summary.			
Length of main line,		248.260	248.260
Length of branches owned by the company,		200.620	200.620
Length of leased roads,		1,374.330	1,357.555
Total length of all above roads owned and leased,		1,823.210	1,806.435
Length of second track,		497.440	497.345
Length of sidings and other tracks not above enumerated,		901.685	899.585
Length of all tracks,		3,222.335	3,203.365

Gauge.

Gauge of lines, ... 4 ft. 9 in

Track.

Miles of track laid with steel rail on above lines owned and leased, whole length, 2,603.535; in Pennsylvania, . . . 2,598.065

Miles of track laid with iron rail on above lines owned and leased, whole length, 618.800; in Pennsylvania, . . . 605.300

Weight of rail per yard, Steel, ... 56 to 88 lbs.

Weight of rail per yard, Iron, ... 45 to 60 lbs.

Telegraph Lines.

Length of lines in miles, 539.19; in Pennsylvania, . . . 539.19

Number of miles of wire, 2,998.98; in Pennsylvania, . 2,998.98

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company,	341
Wooden bridges, number of, 75; aggregate length,	9,803.7 feet.
Stone bridges, number of, 97; aggregate length,	3,572.0 feet.
Iron bridges, number of, 146: aggregate length,	22,758.3 feet.
Wooden trestles, number of, 23; aggregate length,	2,739.6 feet.
Total length of bridges and trestles,	38,873.6 feet.

Crossings.

Railroads crossing, at grade, lines owned by the company in this Commonwealth:

Pleasant Valley (street) railroad, at three tenths miles west of Union station; East End Passenger (street) railroad, at six tenths miles west of Union station; Transverse (street) railroad, at Union station; Reading and Columbia railroad, at two thousand one hundred and eighty feet east of Columbia passenger station; Southwark railroad, at Twenty-third and Washington avenue; Southwark railroad, at Front and Washington avenue; Allison railroad, at six thousand five hundred and thirteen feet from west end arsenal bridge; West Pennsylvania railroad, at Blairsville; Rockville Branch railroad, west of Rockville; Philadelphia and Reading railroad, at Fisher's siding; Philadelphia and Reading railroad, at Heck's siding; Reading and Columbia railroad, at Dillerville Junction.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth:

Cambria Iron Company's railroad, at Johnstown station, under; Cambria Iron Company's railroad, at forty-five hundredths miles west of Johnstown station, under; Cambria Iron Company's railroad, at fifty-five hundredths miles west of Johnstown station, under; Pittsburgh Junction railroad, at twenty-three hundredths miles west of Millvale, under; Pennsylvania Incline railroad, at fifty hundredths miles east of Union station, (Pittsburgh,) over; Wilmington and Northern railroad, at east end of Coatesville bridge, under; Reading and Columbea railroad, at two thousand four hundred and ninety-one feet west of Lancaster station, over; Filbert Street Extension railroad, at eighty-five hundredths miles from Broad street, over; Pittsburgh, McKeesport and Youghiogheny railroad, at twenty-seven hundredths miles east of west end of Port Perry branch, under; Baltimore and Ohio railroad, at thirty-four hundredths miles east of west end of Port Perry branch, under.

Number of crossings of highways, at grade, in this Commonwealth,	558
Number of crossings of highways, over railroad,	83
Number of crossings of highways, under railroad,	100
Number of crossings at which gates or flagmen are maintained,	27
Number of crossings at which there are neither gates or flagmen,	531

Statement of regulations governing employés in regard to these crossings: "Flagmen and gatemen must give timely warning to all persons approaching crossings; whistle must be sounded one quarter of a mile before crossing is reached, and bell rung until crossing is passed."

Stations.

Number of stations on main line: Passenger, 69, freight, 66; total, 96; in Pennsylvania,	96
Number of stations on branches: Passenger, 66, freight, 52; total, 84; in Pennsylvania,	84
Number of stations on leased roads: Passenger, 312, freight, 285; total, 365; in Pennsylvania,	361
Number of engine-houses and shops owned by the company, 33; in Pennsylvania,	33
Number of fuel and water stations on main line, 68; in Pennsylvania,	68
Number of fuel and water stations on branches, 36; in Pennsylvania,	36
Number of fuel and water stations on leased reads, 167; in Pennsylvania,	166
Number of locomotive water-troughs on main line and branches, 14; in Pennsylvania,	14
Cost of real estate held by the company, exclusive of roadway, in Pennsylvania,	$12,733,228 19
Number of tunnels on all lines owned by the company, 8; in Pennsylvania,	8
Aggregate length of tunnels, 8,956 feet; in Pennsylvania,	8,956 feet.

Material of foundation upon which track is laid: White oak cross-ties, broken stone, gravel, and cinder ballast.

Equipment.		Number.	Average cost of each.	
Locomotives,		1,176	$10,500	00
Passenger cars, first-class,	721		5,000	00
Passenger cars, second-class,	169		3,000	00
Total passenger cars,		890		
Baggage, mail, and express cars,		185	2,000	00
Postal cars, (letter and storage,)		28	3,500	00
Freight cars, 8-wheel,	23,873		600	00
Freight cars, 4-wheel,	1,475		450	00
Total freight cars,		25,348		
Cars, roadway department, 8-wheel,		789	600	00
Hand cars and hand trucks,		1,430	45	00

Train brake in use: Westinghouse automatic for passenger trains, Elder brake for freight trains.

Average number of cars in passenger trains, including mail, express, and baggage cars,	5.11
Average number of cars in freight trains,	26.20

Average weight of passenger trains, including locomotive and tender, in working order, in tons,	180
Average weight of freight trains, including locomotive and tender, in working order, in tons,	372

Employes.

Average number of persons regularly employed by company, including officials,	40,000
Same in Pennsylvania,	20,933

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains, car miles,	28,170,431
Number of miles run by freight and coal trains, car miles,	355,159,115
Number of passengers carried one mile in Pennsylvania,	275,545,106
Number of tons of 2,000 pounds of through freight for the year on main road,	2,257,180
Number of tons of 2,000 pounds of local freight for the year,	21,789,848
Number of tons of freight carried one mile,	3,318,466,263
Number of tons of freight carried one mile in Pennsylvania,	3,309,369,247
Gross amount of tonnage for the year, (2,000 pounds per ton,)	24,047,028
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	29.6
Average rate of speed adopted by express trains, including stops, (miles per hour,)	35
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Amount of Freight, in Tons of 2,000 pounds.

Anthracite coal,	4,703,357	Agricultural products,	1,837,244
Bituminous coal and coke,	9,578,552	Merchandise and manufactures,	1,403,090
Petroleum and other oils,	571,383	Live stock,	449,480
Pig-iron,	850,285	Lumber,	1,252,428
Railroad iron,	213,025	Other articles,	477,857
Other iron or castings,	616,235		
Iron and other ores,	968,914	Total,	24,047,028
Stone and lime,	1,125,178		

Rate Per Ton (of 2,000 lbs.) Per Mile Charged for Freight.

For through freight and coal, and local freight and coal, per ton per mile, $\frac{6269}{10000}$ cents.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.
January, 1885,	11.298	3,988,194	$83,500 72	839,557	11,362,680	$282,083 97	850,855	15.351.854	$365,584 69
February, 1885,	11.904	4.202.112	76,066 43	741,908	10,297,018	248 464 70	753.812	14 500 130	324,531 13
March, 1885,	19,144	6 757.822	86,544 26	852 021	12,169,030	296 108 93	871.165	18.926 862	382,653 19
April, 1885,	30,169	10,649 657	96.085 03	945.719	14,032,155	335 118 27	975.888	24.681 812	431,203 30
May, 1885,	36.161	12 764,833	100.429 78	1.016 871	15,127,497	341,134 56	1,053 032	27 892 530	441.564 34
June, 1885,	31,773	11.215,869	120,664 60	1,058.552	15.193 401	348 672 22	1 090.325	26.409 270	469,336 82
July, 1885,	25.505	9,003 265	117.366 66	1,104,768	17.133 764	383.201 06	1,130 273	26.137.029	500 567 72
August, 1885,	31.226	11 022 773	136 845 53	1,094.489	17,216.853	387 456 75	1,125.715	28 239,631	524 302 28
September, 1885,	20 745	7,322 985	132 994 48	1,166 340	19,226 600	404 044 66	1,187.085	26,549.585	537.039 14
October, 1885,	24,648	8 700 745	127 058 63	1,148 213	16.453 557	374.168 75	1.172 861	25 154,302	501.227 38
November, 1885,	21 888	7,726,464	110,717 15	1 007,286	13,319,135	309.689 25	1,029.174	21.045,599	420.406 40
December, 1885,	19,952	7,043,056	113,501 74	1,081,322	14,732,605	329,523 50	1,101 274	21 775,661	443,025 24
Total,	284,413	100 397,790	$1,301.775 01	12,057,046	176,266,275	$4,039,666 62	12,341,459	276,664 065	$5 341,441 63

Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For through business, 1.297 cents; for local business, 2.292 cents; total business, 1.931 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1885,	159,964	58.169,563	$358 035 78	1,440,325	169,090,774	$1.161.080 75	1,600,289	227,260 337	$1,519,116 53
February, 1885,	172 696	62,988,962	330 643 97	1,478,280	163,527 758	1,165,111 35	1,650.976	226 516 720	1,495,755 32
March, 1885,	223 528	81.569.899	378.139 13	1,747.118	190.711,077	1.354 559 44	1,970 646	272.280,976	1,732,698 57
April, 1885,	222,971	81,424 721	384 175 90	1.751.434	196 968 569	1,345,845 98	1.974.405	278 393,290	1,730,021 88
May, 1885,	174 572	63,578 304	323 018 39	1,809 999	215 086 482	1,492 654 20	1.984.571	278.664,786	1,815.672 59
June, 1885,	184.915	67 224 026	263 496 80	1,799.632	211 803 023	1.424.157 53	1.984.547	279.027 049	1 687 644 33
July, 1885,	159 190	57.841,255	240 270 58	1,753,646	202.735.386	1,331,071 66	1,912.836	260,576 641	1.571.342 24
August, 1885,	166 986	60,557 410	256 863 82	1.815.940	207,559.256	1,422 490 98	1 982,926	268,116 666	1.679 354 80
September, 1885,	213 165	77.374 696	300 801 17	1,999.356	228 415 557	1 541,988 00	2.212.521	305,790.253	1 842.789 17
October, 1885,	194 635	70 692.632	366,668 47	2,106,445	238 953 518	1 617.837 57	2,301 080	309,646 150	1,984,506 04
November, 1885,	196.557	71.280,483	373,919 05	1,958,257	226.121,943	1 469 385 97	2,154,814	297,402,426	1,843 285 02
December, 1885,	183,001	68,223 567	415 430 34	2,129,416	246,567 402	1,486,866 85	2 317,417	314 790,969	1,902 306 19
Total,	2 257.180	820,925,518	$3,991,462 40	21,789,848	2,497,540,745	$16 813,030 28	24,047,028	3,318,466,263	$20 804.492 68

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1885, . .	$41,284	68	$35,788	75	$52,720	52	$129,793	95
February, 1885, . .	41,284	68	20,560	71	27,064	12	88,909	51
March, 1885, . . .	41,285	01	29,130	01	39,400	03	109,815	05
April, 1885, ...	41,283	41	37,788	75	39,445	35	118,517	51
May, 1885, ...	41,284	68	37,727	17	68,682	35	147,694	20
June, 1885, ...	41,546	89	35,859	75	56,067	65	133,474	29
July, 1885, ...	41,339	80	31,753	63	40,014	33	113,107	76
August, 1885, . . .	41,340	30	32,421	61	39,319	10	113,081	01
September, 1885, .	51,565	17	40,745	23	57,364	83	149,675	23
October, 1885, . .	44,787	24	47,869	88	38,077	06	130,734	18
November, 1885, .	44,756	26	48,183	63	42,819	21	135,759	10
December, 1885, .	43,826	51	60,593	16	46,490	06	150,909	73
Total, ...	$515,584	63	$458,422	28	$547,464	61	$1,521,471	52

RECAPITULATION.

Total passenger earnings for the year, ...	$5,341,441	63
Total freight earnings for the year, ...	20,804,492	68
Total earnings from all other sources, ...	1,521,471	52
Total earnings for the year, ...	$27,667,405	83

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, ...	$169,203	63
Land or land damages.	112,431	08
Passenger and freight houses, ...	28,529	83
New locomotives, balance on account of 47 locomotives built in 1883 and 1884, ...	37,323	36
New freight cars, (8-wheel refrigerator cars,) number of, 50, ...	46,633	94
New freight cars, (cabin cars,)	4,586	00
New floating equipment other than steamboats, (car floats,) number of, 2, ...	206	92
New floating equipment other than steamboats, (car floats,) number of, 2, ...	31,794	72
New machinery, ...	19,858	33
Total, ...	$450,567	81
Proportion for Pennsylvania, ...	$450,567	81

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Advertising, ...	$48,046	59	$23,015	79	$71,062	38
Agents, ...	85,147	98	131,895	59	217,043	57
Baggage-masters, ...	111,758	06			111,758	06
Brakemen, ...	128,073	04	1,003,407	49	1,131,480	53
Cars, cleaning, ...	52,240	83	1,159	62	53,400	45
Car furniture and fixtures, ...	9,962	00	11,013	25	20,975	25
Car service, ...	7,723	96	782,803	05	790,527	01
Clerks, ...	90,457	49	443,030	77	533,488	26
Conductors and train agents, . . .	149,176	22	411,225	50	560,401	72
Dispatchers, ...	34,576	61	130,661	75	165,238	36
Docks, dredging, and cleaning, . .	. . . . .	. .	20,356	05	20,356	05

Expenses of grain elevators,	. .	. .	$1,885	68	$1,885	68
Expenses of stations, except labor,	$31,154	80	33,725	36	64,880	16
Foreign agencies,	109,194	78	3,460	26	112,655	04
Heating cars,	32,361	04	3,048	59	35,409	63
Heating stations,	19,820	20	13,731	60	33,551	80
Incidentals,	67,341	85	142,696	35	210,088	20
Insurance,	24,241	77	66,396	42	90,638	19
Labor at stations,	35,600	35	342,099	79	377,700	14
Legal expenses,	8,847	20	20,731	34	29,578	54
Lighting cars,	37,420	97	299	19	37,720	16
Lighting stations,	28,479	13	29,117	90	57,597	03
Loss and damage,	19,082	71	61,653	65	80,736	36
Mail expenses,	13,687	57	. . .		13,687	57
Oil for lamps,	7,629	34	21,904	82	29,534	16
Stationery and printing,	67,701	04	126,767	67	194,468	71
Stations, repairs of and furniture for,	135,451	37	148,915	81	284,367	18
Superintendents,	17,693	56	48,271	53	65,965	09
Switchmen,	24,666	03	75,697	26	100,363	29
Taxes on stations,	15,262	76	53,202	95	68,465	71
Taxes, State,	51,904	90	166,462	88	218,367	78
Teaming,	81	25	15,785	55	15,866	80
Telegraph expenses,	89,768	20	226,171	42	315,939	62
Watchmen,	24,852	80	77,511	71	102,364	51
Wharves and landings, repairs of,	. .	.	33,263	52	33,263	52
Wrecks, clearing,	1,969	94	32,928	50	34,898	44
Tolls paid other corporations,	5,699	11	55,286	85	60,985	96
Pittsburgh Transfer,	. . .		116,919	58	116,919	58
Total,	$1,587,075	45	$4,876,505	04	$6,463,580	49
Motive Power.						
Enginemen and firemen,	$314,002	36	$1,013,805	59	$1,327,807	95
Engine houses and machine shops, &c., repairs of,	16,122	75	45,070	63	61,193	38
Fuel for heating,	2,357	43	6,768	76	9,126	19
Fuel for locomotives,	221,800	72	926,674	88	1,148,475	60
Incidentals,	19,204	27	47,680	79	66,885	06
Laborers,	76,828	50	215,558	11	292,386	61
Locomotive furniture and fixtures,	9,636	15	25,309	35	34,945	50
Locomotives, repairs of,	248,480	54	1,153,263	61	1,401,744	15
Oil for locomotives,	15,972	60	34,070	39	50,042	99
Sand for locomotives,	7,459	09	20,138	67	27,597	76
Stationery and printing,	4,100	95	11,685	28	15,786	23
Tallow for locomotives,	12,120	85	49,804	68	61,925	53
Taxes on engine houses and shops,	13,669	43	38,284	95	51,954	38
Tools and machinery, repairs of,	12,392	61	45,474	39	57,867	00
Waste for locomotives,	9,499	01	21,895	65	31,374	66
Watchmen,	8,123	51	25,025	34	33,148	85
Water, wood, and coal stations, expenses and repairs of,	63,378	94	158,882	80	222,261	74
Total,	$1,055,149	71	$3,839,373	87	$4,894,523	58
Maintenance of Way.						
Ballast,	$51,651	40	$112,115	50	$163,766	90
Bridges, repairs of,	66,775	27	164,444	82	231,220	09
Cars, repairs of, (in M. of W. service,)	6,235	57	13,882	15	20,117	72
Clerks,	5,215	33	13,193	96	18,409	29
Cross-ties,	99,294	10	248,339	31	347,633	41
Expenses on property,	26,589	68	62,697	04	89,286	72
Foreman, tool, and watch-houses, repairs of,	5,844	29	11,182	52	17,026	81
Frogs,	8,812	18	20,983	67	29,795	85
Incidentals,	5,486	84	13,713	11	19,199	95
Oil, tallow, waste, &c.,	1,761	83	4,031	76	5,793	59
Rails, iron,	6,263	66	13,553	63	19,817	29
Rails, steel,	46,652	43	119,119	94	165,772	37

Road bed, repairs of, labor and material,	$131,478	19	$328,799	18	$460,272	37
Snow and ice, removing,	18,551	13	48,387	81	66,938	94
Spikes,	7,126	52	18,132	33	25,258	85
Splices,	12,440	58	30,517	64	42,958	22
Stationery and printing,	1,959	83	4,837	60	6,797	43
Superintendents and supervisors,	19,592	28	48,299	04	67,891	32
Switches,	17,111	91	41,322	13	58,434	04
Taxes on real estate for road,	25,772	40	59,451	41	85,223	81
Telegraph, repairs of,	8,993	05	19,923	14	28,916	19
Tools and repairs of tools,	13,523	14	27,009	06	40,532	20
Track, repairing,	219,219	67	536,468	51	755,688	18
Watchmen,	43,173	39	106,526	69	149,700	08
Total,	$849,519	67	$2,066,931	95	$2,916,451	62
Maintenance of Cars.						
Car shops and sheds, repairs of,	$5,477	86	$17,534	66	$23,012	52
Cars, repairs of freight,	. . . . .	. .	1,576,839	53	1,576,839	53
Cars, repairs of passenger, baggage, express, and postal,	487,826	57	. .		487,826	57
Fuel for heating,	700	26	1,790	18	2,490	44
Incidentals,	2,235	24	6,224	05	8,459	29
Insurance,	15,698	09	43,084	44	58,782	53
Laborers,	19,561	51	60,303	02	79,864	53
Oil, tallow, waste, &c.,	16,750	86	44,257	57	61,008	43
Tools and repairs of tools,	8,864	40	29,501	42	38,365	82
Watchmen,	4,273	49	14,130	62	18,404	11
Total,	$561,388	28	$1,793,665	49	$2,355,053	77
General Expenses.						
Advertising,	$3,526	37	$8,231	25	$11,757	62
Attendants,	8,486	08	20,578	59	29,064	67
Clerks,	68,838	16	154,617	52	223,455	68
Fuel and light,	3,202	14	7,624	84	10,826	98
Incidentals and legal expenses.	7,291	84	17,521	70	24,813	54
Office expenses, repairs, and furniture,	16,766	43	40,838	67	57,605	10
Salaries of president and other officers,	61,525	12	138,275	24	199,800	36
Stationery and blanks,	7,238	09	18,915	71	26,153	80
Taxes on real estate,	2,264	12	5,282	95	7,547	07
Total,	$179,138	35	$411,886	47	$591,024	82

EARNINGS—Summary.

Passenger transportation, local,	$4,039,666 62	total,	$5,341,441	63
Passenger transportation, through,	1,301,775 01			
Freight transportation, local,	16,813,030 28	total,	20,804,492	68
Freight transportation, through,	3,991,462 40			
Mail service,	515,584 63	total,	974,006	91
Express service,	458,422 28			
Miscellaneous,			547,464	61
Total,			$27,667,405	83

EXPENSES—Summary.

	Passenger.		Freight.		Total.	
Conducting transportation, .	$1,587,075	45	$4,876,505	04	$6,463,580	49
Motive power, ...	1,055,149	71	3,839,373	87	4,894,523	58
Maintenance of way, ...	849,519	67	2,066,931	95	2,916,451	62
Maintenance of cars, ...	561,388	28	1,793,665	49	2,355,053	77
General expenses, ...	179,138	85	411,886	47	591,024	82
Total operating expenses,	$4,232,271	46	$12,988,362	82	$17,220,634	28

Earnings, ...	$27,667,405	83
Expenses, ...	17,220,634	28
Net earnings, ...	$10,446,771	55

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Adams; railroad company furnishes cars and motive power, for which express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. None other than those owned or controlled by Pennsylvania Railroad Company.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons. No.

Does your company make any preferences in furnishing cars or motive powes to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates. Pullman's parlor and sleeping-cars are run over our main line. The Pullman Company collects its fare from the passenger. Our company keeps the cars in running order.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service. A rate per mile per annum regulated by Government according to weight.

STOCKS AND DIVIDENDS.

Amount of stock issued as stock dividends, and date of issue, ... None.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year:

May, six months, 3 per cent. on 1,895,557 shares, ... $2,843,335 50

November, six months, 2 per cent. on 1,895,557 shares,	$1,895,557 00
Paid in dividends, cash,	4,750,240 00
Paid to sinking fund,	324,830 00
Surplus at commencement of the year,	14,032,917 97
Material, fuel, and stores,	2,735,509 27

ACCIDENTS TO PERSONS.

	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	..	10	*10	26	10	36
Employés,	9	81	47	596	56	677
Others,	2	1	133	229	135	230
Total,	11	92	190	851	201	943

*Includes six deaths on trains from natural causes.

Pennsylvania Company.

Year ending December 31, 1885.

Officers.	Residences.
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John W. Renner, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
Felician Slataper, Chief Engineer,	Pittsburgh, Pa.
James McCrea, General Manager,	Pittsburgh, Pa.

General offices at corner Penn and Tenth streets, Pittsburgh, Pa.

Directors.	Residences.
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Henry H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
William H. Barnes,	Philadelphia, Pa.

Owns no roads. Operated roads reported separately.

Pennsylvania Coal.

Year ending December 31, 1885.

Officers.	Residences.
George A. Hoyt, President,	Stamford, Conn.
William E. Street, Secretary,	Darien, Conn.
Edwin H. Mead, Treasurer,	South Orange, N. J.
A. T. McClintock, General Solicitor,	Wilkes-Barre, Pa.
John B. Smith, Chief Engineer, General Manager, and General Superintendent,	Dunmore, Pa.
George B. Smith, Division Superintendent,	Dunmore, Pa.

General offices at New York city and Dunmore, Pa.

Directors.	Residences.
George A. Hoyt,	Stamford, Conn.
George L. Brown,	Washington, Conn.
William H. Webb,	New York city.
Samuel Thorne,	New York city.
George W. Quintard,	New York city.
John R. Platt,	New York city.
Joseph Ogden,	New York city.
A. S. Hurlbutt,	Westport, Conn.
E. H. Mead,	South Orange, N. J.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hawley to Port Griffith,	47	47
Length of single main track,	47	47
Branches.		
From Hawley, Pa., to Lackawaxen, Pa., Sold to the Erie and Wyoming Valley Railroad Company, in January, 1886.	15.87	15.87

Penn Gas Coal Company's Youghiogheny Railroad.

Year ending December 31, 1885.

Officers.	Residences.
F. A. Dingee, President,	Philadelphia, Pa.
S. T. Billmyer, Secretary and Treasurer,	Philadelphia, Pa.
John F. Wolf, General Superintendent,	Irwin, Pa.
Albert Ford, Assistant Superintendent,	Irwin, Pa.

Directors.	Residences.
H. A. Stiles,	Philadelphia, Pa.
Charles Hacker,	Philadelphia, Pa.
F. A. Dingee,	Philadelphia, Pa.
A. G. Richey,	Trenton, N. J.
D. Hostetter,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Irwin to Sewickley, B. and O. railroad,	9.79	All.
Length of single main track,	9.79	All.

Pennsylvania and New York.

Year ending November 30, 1885.

Officers.	Residences.
E. P. Wilbur, President,	Bethlehem, Pa.
Charles Hartshorne, Vice President,	Philadelphia, Pa.
John R. Fanshawe, Secretary,	228 South Third st., Philadelphia, Pa.
William C. Alderson, Treasurer,	228 South Third st., Philadelphia, Pa.
A. W. Stedman, Chief Engineer,	Mauch Chunk, Pa.
William Stevenson, General Superintendent,	Sayre, Pa.

General offices at 228 South Third street, Philadelphia, Pa.

Directors.	Residences.
Charles Hartshorne,	228 South Third st., Philadelphia, Pa.
Robert H. Sayre,	Bethlehem, Pa.
Victor E. Piollet,	Wysox, Pa.
William H. Sayre,	Bethlehem, Pa.
Robert Lockhart,	Bethlehem, Pa.
James I. Blakslee,	Mauch Chunk, Pa.
Howard Elmer,	Waverly, N. Y.
Elisha A. Hancock,	Philadelphia, Pa.
Frederick Mercur,	Wilkes-Barre, Pa.
William Stevenson,	Sayre, Pa.
John B. Garrett,	228 South Third st., Philadelphia, Pa.
Robert A. Lamberton,	Bethlehem, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Wilkes-Barre to New York State line,		104.30	104.30
Length of single main track,		2.03	2.03
Length of second main track,		102.27	102.27
Branches.			
Waverly and State Line branch, length of road,		.40	
Geneva, Ithaca and Sayre railroad connecting branch, length of road,		1.43	1.43
Southern Central railroad connecting branch,	Length of road.	2.12	2.12
	Length of single track,	2.12	2.12
Barclay railroad connecting branch,	Length of road,	1.52	1.52
	Length of single track,	1.52	1.52
Pleasant Valley branch,	Length of road,	4.24	4.24
	Length of single track,	4.24	4.24
West Pittston branch,	Length of road,	3.32	3.32
	Length of single track,	3.32	3.32
New York, Lackawanna and Western connecting branch,	Length of road,	.27	.27
	Length of single track,	.27	.27
Short branches and coal breakers' branch,	Length of road,	12.66	12.66
	Length of single track,	12.66	12.66

Leased Roads.		Whole length in miles.	Length in Penn'a.
State Line and Sullivan railroad, from Monroeton to Bernice,	Length of road,	24	24
	Length of single track,	24	24

Pennsylvania Schuylkill Valley.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
J. C. Bright,	Pottsville, Pa.
Henry Eppihimer,	Reading, Pa.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Pa.
John Phillips,	Pottsville, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.
Heber S. Thompson,	Pottsville, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Monticello street, Philadelphia, to Hamburg,		72.49	72.49
Length of single main track,		51.92	51.92
Length of second main track,		20.57	20.57
Length of third main track,		0.50	0.50
Branches.			
Front Street branch, from Court street, Reading, to Sixth street, Reading,	Length of road,	0.98	0.98
	Length of single track,	0.98	0.98
Phœnixville branch, from Frazer to Phœnixville,	Length of road,	10.65	10.65
	Length of single track,	9.31	9.31
	Length of double track,	1.34	1.34

Pennsylvania and Western.

Year ending December 31, 1885.

Officers.	Residences.
Augustus Rapelye, President,	No. 101 Fulton street, N. Y.
Francis A. Marden, Secretary,	New York city.
Cornelius Keil, junior, Treasurer,	Hoboken, N. J.

Directors.	Residences.
Augustus Rapelye,	New York city.
Cornelius Kiel,	New York city.
Herman Sudhaus,	New York city.
Frederick Stromeyer,	New York city.
F. A. Marden,	New York city.
Edward A. Quintard,	New York city.
A. V. R. Baker,	Brooklyn, L. I.
I. B. Day,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Snow Shoe to near mouth of Beech Creek,	29	29

People's.

Year ending October 31, 1885.

Directors.	Residences.
T. A. Reilly,	Pottsville, Pa.
William D. Pollard, Secretary and Treasurer,	Pottsville, Pa.

General offices at Pottsville, Pa.

Officers.	Residences.
T. A. Reilly,	Pottsville, Pa.
Milton Boone,	Pottsville, Pa.
R. F. Lee,	Pottsville, Pa.
William D. Baber,	Pottsville, Pa.
William D. Pollard,	Pottsville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pottsville, Pa., to Minersville, Pa.,	4.58	4.58

ASSETS.

Construction,	$88,141	34
Equipment,	30,265	29
Real estate,	3,263	00
Balances collectible and cash,	5,952	27
Deficit,	1,901	14
	$129,523	04

LIABILITIES.

Capital stock,	$100,000	00
Bonds,	15,000	00
Bills payable,	14,523	04
	$129,523	04

Perkiomen.

Year ending November 30, 1885.

Officers.	Residences.
A. H. Seipt, President,	Skippackville, Pa.
James Boyd, Assistant President,	Norristown, Pa.
Philip Super, Secretary,	Pennsburg, Pa.
Howard Boyd, Treasurer,	Norristown, Pa.
James Boyd, General Solicitor,	Norristown, Pa.
George B. Boggs, Chief Engineer and Comptroller,	Norristown, Pa.
D. B. Clack, Superintendent,	Allentown, Pa.

General offices at 33 East Main street, Norristown, Pa.

Directors.	Residences.
James Boyd,	Norristown, Pa.
John Slingluff,	Norristown, Pa.
Charles T. Waage,	Pennsburg, Pa.
George Graber,	Pennsburg, Pa.
Jonathan P. Hillegass,	Pennsburg, Pa.
Thomas B. Hillegass,	Red Hill, Pa.
Noah D. Frank,	Red Hill, Pa.
John S. Rahn,	Perkiomenville, Pa.
Frank Stinson,	Norristown, Pa.
D. Morgan Casselberry,	Lower Providence, Pa.
William H. Seipt,	Worcester, Pa.
David H. Rudy,	Green Lane, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, single track, from Perkiomen Junction to Emaus Junction,	38.50	38.50

ASSETS.

Railroad,	$1,943,344	89
Depots and offices,	50,915	84
Real estate,	19,611	91
Land damages,	43,689	50
New work,	22,886	51
Equipment,	4,257	03
Bonds in payment of freight,	2,790	94
Materials,	14,355	75
Cash,	6,984	85
Montgomery National Bank, coupon account,	25,000	00
D. G. Bruce Gardyne, coupon account,	2,510	05
Sundry debts and amounts due the company,	44,692	64
Perkiomen Railroad Company funded coupons, convenience account,	270	00
Income account,	706,745	47
	$2,888,055	38

LIABILITIES.

Capital stock,	$38,040	00
Mortgage bonds,	799,600	00
Consolidated mortgage bonds,	1,125,000	00
Philadelphia and Reading Railroad Company, loan account,	680,140	42
Philadelphia and Reading Railroad Company, loan account, script,	100,980	00
Material bills payable and amounts due account of November, 1885, business,	13,797	26
Consolidated mortgage bonds, 1873-1913, coupons payable one half in script,	270	00
Coupons due and remaining unpaid,	13,481	70
Coupons due December 1, 1885, accrued,	33,750	00
Coupons due April 1, 1886, accrued,	7,996	00
Sinking fund bonds, purchased and canceled,	75,000	00
	$2,888,055	38

Philadelphia and Baltimore Central.

Year ending October 31, 1885.

Officers.	Residences.
Isaac Hinckley, President,	Philadelphia, Pa.
Robert Craven, Secretary and Treasurer,	Ridley Park, Pa.
William H. Brown, Chief Engineer,	Philadelphia, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.
H. F. Kenney, General Superintendent,	Ridley Park, Pa.
L. K. Lodge, Division Superintendent,	Media, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Isaac Hinckley,	Philadelphia, Pa.
David Woelpper,*	Chadd's Ford, Pa.
Samuel R. Dickey,	Oxford, Pa.
M. B. Hickman,	West Chester, Pa.
Edmund Smith,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.

* Deceased since election of January 11, 1886.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from West Philadelphia to Octoraro Junction,	62.51	53.28
Length of single main track,	59.31	50.08
Length of second main track,	3.20	3.20
Branches.		
West Chester branch, from Wawa to West Chester, — Length of road,	9.36	9.36
West Chester branch, from Wawa to West Chester, — Length of single track,	9.36	9.36
Leased Roads.		
Chester Creek railroad, from Lamokin to Lenni, — Length of road,	6.62	6.62
Chester Creek railroad, from Lamokin to Lenni, — Length of single track,	6.62	6.62

ASSETS.

Construction,	$3,763,225	08
Equipment,	447,237	54
Real estate,	304,072	37
Accounts receivable,	1,100	00
Deposits and loans,	163,913	48
Profit and loss,	11,789	34
	$4,691,337	81

LIABILITIES.

Capital stock,	$2,495,650	00
Stock of original companies outstanding,	3,728	81
Bonds,	2,100,000	00
Floating debt,	61,512	50
Interest on bonds,	30,446	50
	$4,691,337	81

Philadelphia and Erie.

Year ending December 31, 1835.

Officers.	Residences.
W. Hasell Wilson, President,	Philadelphia, Pa.
J. S. Vanzandt, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
W. Hasell Wilson,*	Philadelphia, Pa.
J. N. DuBarry,*	Philadelphia, Pa.
Wistar Morris,*	Philadelphia, Pa.
Samuel Gustine Thompson,*	Philadelphia, Pa.
John P. Wetherill,*	Philadelphia, Pa.
N. Parker Shortridge,*	Philadelphia, Pa.
Henry D. Welsh,*	Philadelphia, Pa.

*Elected by stockholders.

William J. Howard,* . . . . . Philadelphia, Pa.
William L. Elkins,* . . . . . Philadelphia, Pa.
Edmund Smith,* . . . . . Philadelphia, Pa.
J. Bayard Henry,† . . . . . Philadelphia, Pa.
Edwin A. Gaskill,† . . . . . Philadelphia, Pa.
Harry R. Shultz,† . . . . . Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Erie to Sunbury, ...	287.56	287.56
Length of single main track, ...	247.30	247.30
Length of second main track, ...	40.26	40.26

Philadelphia, Germantown and Chestnut Hill.

Year ending December 31, 1885.

Officers, (elected January 12, 1885.) Residences.
Henry D. Welsh, President, ... Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer, ... Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia.

Directors, (elected January 12, 1885.) Residences.
Alexander Biddle, ... Philadelphia, Pa.
J. N. DuBarry, ... Philadelphia, Pa.
John P. Green, ... Philadelphia, Pa.
H. H. Houston, ... Philadelphia, Pa.
N. Parker Shortridge, ... Wynnewood, Montgomery county, Pa.
J. Price Wetherill, ... Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Germantown Junction to Chesnut Hill, ...	6.75	6.75
Length of single main track, ...	.01	.01
Length of second main track, ...	6.74	6.74

Philadelphia, Germantown and Norristown.

Year ending September 30, 1885.

Officers. Residences.
Winfield S. Wilson, President, ... Chester county, Pa.
William W. Stephens, Secretary and Treasurer, ... Philadelphia, Pa.
General office at No. 12 Philadelphia Exchange, Philadelphia, Pa.

*Elected by stockholders. †Elected by Philadelphia city councils.

Managers.	Residences.
Winfield S. Wilson,	Chester county, Pa.
Thomas W. Walker,	Chester county, Pa.
John Slingluff,	Norristown, Pa.
George W. Longaker,	Norristown, Pa.
John F. Gilpin,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
John A. Brown, junior,	Philadelphia, Pa.
Edwin N. Benson,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.
Richard Dale,	Philadelphia, Pa.
Joseph W. Johnson, junior,	Philadelphia, Pa.
George H. Colket,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia to Norristown,	17	17
Length of second main track, Germantown branch,	3	3
Length of third main track, Plymouth branch,	9.25	9.25

ASSETS.

Road account,	Old accounts,	$1,139,078	84
Real estate account,	Old accounts,	500,793	49
Equipment account,	Old accounts,	367,988	09
Plymouth railroad account,	Old accounts,	274,495	19
European and N. A. railroad bonds,	Old accounts,	3,000	00
Temporary loan,		6,210	00
Rent account,		37	28
Cash account,		25,570	47
		$2,317,173	36

LIABILITIES.

Capital stock,		$2,246,900	00
Contingent account,	Old accounts,	47,535	44
Miscellaneous account,	Old accounts,	37	00
Organization account,		10,917	75
Interest account,		3,960	67
Unpaid dividends,		7,822	50
		$2,317,173	36

Philadelphia and Lehigh Valley.

Year ending December 31, 1885.

Officers, (elected May 12, 1885.)	Residences.
J. N. DuBarry, President,	Philadelpnia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors, (elected May 12, 1885.)	Residences.
John P. Green,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from connection with the Pennsylvania Schuylkill Valley railroad near mouth of Perkiomen creek to Allentown, Pa.,	40	40

Philadelphia Midland.

Year ending December 31, 1885.

Officers.	Residences.
William H. Barnes, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 234 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
A. P. Burchell,	Philadelphia, Pa.
George E. Peabody,	Philadelphia, Pa.
Lewis Neilson,	Philadelphia, Pa.
B. H. Taylor,	Philadelphia, Pa.

(Two vacancies.)

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from a connection with the Philadelphia and West Chester railroad at or near Philadelphia and Delaware county line to West Chester,	22.3	22.3

Philadelphia, Newton Square and Chester.

Year ending December 31, 1885.

PITTSBURGH, PA., *March 6, 1886.*

Honorable J. SIMPSON AFRICA,
Secretary of Internal Affairs, Harrisburg, Pa.:

DEAR SIR: We have received blank for report of Philadelphia, Newton Square and Chester Railroad Company.

This company was not incorporated until November 30, 1885, and we have no report to make.

We also received blanks for report of Central Pennsylvania Railroad Company, on which no work has been done except the making of the preliminary surveys, and hence there is no report to make.

Yours respectfully,

J. B. WASHINGTON,
Secretary, &c.

Philadelphia, Newtown and New York.

Year ending November 30, 1885.

Officers.	Residences.
James Boyd, President,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
James Boyd, General Solicitor,	Norristown, Pa.
George W. Yost, General Agent,	Norristown, Pa.
William M. Geary, General Superintendent,	Philadelphia, Pa.

Directors.	Residences.
George deB. Keim,	Philadelphia, Pa.
John N. Hutchinson,	Philadelphia, Pa.
A. D. Campbell,	Philadelphia, Pa.
John Slingluff,	Norristown, Pa.
A. H. Seipt,	Norristown, Pa.
Jacob M. Cowden,	Norristown, Pa.
Horatio G. Sickel,	Philadelphia, Pa.
Smith Harper,	Philadelphia, Pa.

ASSETS.

Construction account,	$1,900,000	00
Material on hand,	1,919	21
Cash,	13,029	26
Balance due,	14,019	09
Deficit,	154,837	82
	$2,083,805	38

LIABILITIES.

Capital stock,	$1,200,000	00
Funded debt,	700,000	00
Balances due,	183,805	38
	$2,083,805	38

Philadelphia and Northern.

Year ending December 31, 1885.

Officers.	Residences.
George H. Boker, President,	Philadelphia, Pa.
Frederick B. Esler, Vice President,	New York city.
William R. Balch, Secretary,	Philadelphia, Pa.
J. J. Stadiger, Treasurer,	Philadelphia, Pa.
George Biddle, General Solicitor,	Philadelphia, Pa.

Directors.	Residences.
George H. Boker,	Philadelphia, Pa.
Frederick B. Esler,	New York city.
Walter Wood,	Philadelphia, Pa.
James A Wright,	Philadelphia, Pa.
T. Morris Perot,	Philadelphia, Pa.
J. J. Stadiger,	Philadelphia, Pa.
Henry C. Gibson,	Philadelphia, Pa.

Philadelphia, Wilmington and Baltimore.

Year ending October 31, 1885.

Officers.	Residences.
Isaac Hinckley, President,	Philadelphia, Pa.
Frank Thomson, Vice President,	Philadelphia, Pa.
Robert Craven, Secretary and Treasurer,	Ridley Park, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.
William H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.
H. F. Kenney, General Superintendent,	Ridley Park, Pa.
H. H. Carter, Maryland Division Superintendent,	Wilmington, Del.
L. K. Lodge, Central Division Superintendent,	Media, Pa.
I. N. Mills, Delaware Division Superintendent,	Clayton, Del.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Isaac Hinckley,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
Jacob Tome,	Port Deposit, Md.
Charles Warner,	Wilmington, Del.
William Sellers,	Philadelphia, Pa.
Christian Febiger,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.
Frank Thomson,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Benjamin F. Newcomer,	Baltimore, Md.
Edward Lloyd,	Tunis Mills, Md.
Skipwith Wilmer,	Baltimore, Md.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia to Baltimore, Md.,		94.99	17.50
Length of single main track,		3.24	.23
Length of second main track,		91.75	17.27
Branches.*			
Southwark branch, from Broad street, Philadelphia, to Almond street, Philadelphia,	Length of road,	1.71	1.71
	Length of single track,	.34	.34
	Length of double track,	1.37	1.37
Brandywine branch, from junction P., W. and B. railroad, to Augustine Mills,	Length of road,	2.16	2.16
	Length of single track,	2.16	2.16

ASSETS.

Construction and equipment,		$13,745,256	25
Steamer "Canton," half interest, (less depreciation,)		20,000	00
Real estate,		878,133	24
Stocks and bonds,		1,777,319	43
Fuel and materials,		374,027	37
Trustees of sinking funds,		260,000	00
Accounts receivable,		751,714	22
Cash,		634,237	77
		$17,940,688	28
LIABILITIES.			
Capital stock,		$11,819,350	00
Registered bonds,		3,500,000	00
Ground rents,		76,666	66
Ten year notes due 1887,		60,000	00
Pay-rolls and vouchers,	$509,092 39		
Interest on dividends,	520,708 43		
Sundry accounts,	84,885 73		
		1,114,686	55
Profit and loss,		1,369,985	07
		$17,940,688	28

*Lines owned and leased lying entirely in any other State than Pennsylvania are omitted in this report.

Philadelphia and Trenton.

Year ending December 31, 1885.

Officers.	Residences.
William H. Wilson, President,	Philadelphia, Pa.
James R. McClure, Secretary,	Philadelphia, Pa.
William Taylor, Treasurer,	Cambridge, N. J.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
G. M. Dorrance,	Bristol, Pa.
G. B. Roberts,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
Alexander M. Fox,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh.	Philadelphia, Pa.
William Hasell Wilson,	Philadelphia, Pa.
H. H. Houston,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Morrisville to Kensington, Philadelphia,		26.42	26.42
Length of second main track,		26.42	26.42
Length of third main track,		14.37	14.37
Branches.			
Tioga street branch, from P. and T. railroad in Kensington, to gas works on Delaware rivet,	Length of road,	1.23	1.23
	Length of single track,	1.23	1.23
Leased Roads.			
Trenton Delaware bridge, from Trenton, N. J., to Morrisville, Pa.,	Length of bridge,	.19	.095
	Length of double track,	.19	.095
Connecting railway, from Frankford junction to Mantua, Philadelphia,	Length of road,	6.75	6.75
	Length of double track,	6.75	6.75

Philadelphia and Reading—Report of Receivers.

Year ending November 30, 1885.

Officers.	Residences.
George deB. Keim, Receiver,	Philadelphia, Pa.
Stephen A. Caldwell, Receiver,	Philadelphia, Pa.
Albert Foster, Secretary to Receivers,	Philadelphia, Pa.
W. A. Church, Treasurer for Receivers,	Philadelphia, Pa.
A. H. O'Brien, Solicitor for Receivers,	Philadelphia, Pa.
J. E. Wootten, General Manager for Receivers,	Philadelphia, Pa.
J. Lowrie Bell, General Traffic Manager for Receivers,	Philadelphia, Pa.
H. K. Nichols, Chief Engineer for Receivers,	Philadelphia, Pa.
George Eltz, Superintendent of Transportation for Receivers,	Reading, Pa.
I. A. Sweigard, Division Superintendent for Receivers,	Philadelphia, Pa.
J. H. Olhauser, Division Superintendent for Receivers,	Palo Alto, Pa.
H. W. Tracy, Division Superintendent for Receivers,	Pine Grove, Pa.
G. W. Twining Division Superintendent for Receivers,	Mauch Chunk, Pa.
A. W. Stearns, Division Superintendent for Receivers,	Elizabeth, N. J.
Franklin B. Gowen, President,*	Philadelphia, Pa.
William W. Harkness, Treasurer,*	Philadelphia, Pa.
William R. Taylor, Secretary,*	Philadelphia, Pa.

General offices at 227 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
I. V. Williamson,*	Philadelphia, Pa.
John Wanamaker,*	Philadelphia, Pa.
A. J. Antels,*	Philadelphia, Pa.
Peter C. Hollis,*	Philadelphia, Pa.
Mark W. Watson,*	Pittsburgh, Pa.
David Hostetter,*	Pittsburgh, Pa.

CAPITAL STOCK.

Amount authorized by law, ... Unlimited.		
Amount now paid in: Common, $36,822,975 28; special or preferred, $846,950 00; total,	$37,669,925	28
Number of shares issued, ... 753,398.5057,		
Amount paid in on each share,	50	00
Par value of each share,	50	00

* Elected January 11, 1886.

DEBT.

DESCRIPTION.	Coupon or registered.	Date of maturity.	INTEREST. Rate.	INTEREST. When payable.	Amount.
$ mortgage bonds,	Coupon,	1880	6	Jan. and July,	$1,000 00
£ mortgage bonds,	do.	1910	6	do.	967,200 00
$ mortgage bonds,	do.	1910	6	do.	1,499 500 00
$ mortgage convertible bonds,	do.	1886	6	do.	79,000 00
$ mortgage bonds,	do.	1893	7	April and Oct.,	2,700 000 00
Gold $ or £ consolidated mortgage bonds,	do.	1911	6	June and Dec.,	6,999,000 00
Gold $ consolidated mortgage bonds,	do.	1911	6	do.	305,000 00
Gold $ consolidated mortgage bonds,	Registe'd,	1911	6	do.	858,000 00
$ consolidated mortgage bonds,	do.	1911	7	do.	3 339,000 00
$ consolidated mortgage bonds,	Coupon,	1911	7	do.	7,310,000 00
Gold $ or £ improvement mortgage bonds,	do.	1897	6	April and Oct.,	9,364,000 00
Gold $ or £ general mortgage bonds,	do.	1908	6	Jan. and July,	19,686,000 00
$ general mortgage bonds,	do.	1908	7	do.	5,000,000 00
$ income mortgage bonds,	do.	1596	7	June and Dec.,	3,478,000 00
Gold $ or £ general mortgage scrip,	do.	1832	6	Jan. and July,	195,080 00
Gold $ or £ general mortgage scrip extended,	do.	1885	6	do.	1,499,400 00
Gold $ or £ Perkiomen mortgage guarantee scrip,	do.	1882	6	do.	9,810 00
Gold $ or £ Perkiomen mortgage guarantee scrip extended,	do.	1885	6	do.	87,480 00
Gold $ consolidated mortgage bonds, first series, and scrip for same,	do.	1922	5	May and Nov.,	4.179 328 60
Gold $ consolidated mortgage bonds, second series, and scrip for same,	do.	1923	5	Feb. and Aug.,	2,201,052 53
Bonds and mortgages on real estate,	. . .	Various,	Various,	Various,	2,098.200 60
$ convertible adjustment scrip,	Coupon,	1868	6	Jan. and July,	3,072.780 00
Car trust certificates,	do.	1893	6	Feb. and Aug.,	1,600.000 00
Car trust certificates,	do.	1894	6	Mch. and Sept.,	966,000 00
$ debenture bonds,	do.	1893	6	Jan. and July,	642 800 00
$ debenture convertible bonds,	do.	1890	7	do.	12,000 00
$ debenture convertible bonds,	do.	1893	7	do.	7,503.400 00
$ debenture bonds,	do.	1898	6	May and Nov.,	19,500 00
Debenture and guarantee scrip,	do.	1882	6	Jan. and July,	205 359 10
Debenture and guarantee scrip extended,	do.	1884	6	do.	356,680 00
Deferred income bonds and scrip for same,	. . . .	Irred'le,	. . . .	. . . .	7,670,427 09
Total amount of funded debt,					$93 904,877 92

Unfunded Debt.

Total amount of unfunded debt,		$9,851,747 34
Total amount of funded and unfunded debt,		103,756,625 26
Funded debt as per last report,	$94,708,177 42	
Unfunded debt as per last report,	12,086,240 78	
Total cash realized from capital stock and debt,		141,426,550 54

COST.

Total cost of roads owned to date, including machine shops and tools,	$40,291,772	16
Average of same per mile of road laid,	$123,216	43
Average of same per mile of single track,	49,785	95
Proportion of same for Pennsylvania, ... All in Pennsylvania.		
Total cost of equipment owned,	10,398,057	40
Average cost of equipment per mile of road owned by company.	$31,798	34
Average cost of equipment per mile of road operated by company,	7,140	05
Proportion of same for Pennsylvania, ... All in Pennsylvania.		
Cost of road and equipment owned per mile of road owned by company,	155,014	77
Proportion of same for Pennsylvania, ... All in Pennsylvania.		
Total cost of roads and equipment owned,	50,689,829	56
Proportion of same for Pennsylvania, . . . All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.		Miles. Whole length.	Miles. Length in Penn'a.
Length of main line, from Broad and Callowhill streets, Philadelphia, Pa., to West Falls, Pa.; Wayne Junction, Philadelphia, Pa., to Tabor Junction, Pa.; Port Richmond, Pa., to Mount Carbon, Pa.,			
Length of single main track,		98.4	98.4
Length of second main track,		98.4	98.4
Branches.			
Northern Liberties and Penn Township branch, from Broad street, Philadelphia, to Delaware river, Philadelphia,	Length of road,	1.4	1.4
	Length of double track,	1.4	1.4
Port Kennedy branch, from Port Kennedy, Pa., to Cedar Hill Lime Kilns, Pa.,	Length of road,	1.2	1.2
	Length of single track,	1.2	1.2
Lebanon Valley branch, from Reading, Pa., to Harrisburg, Pa.,	Length of road,	53.7	53.7
	Length of single track,	9.2	9.2
	Length of double track,	44.5	44.5
Lebanon and Tremont branch, from Lebanon, Pa., to Brookside, Pa.,	Length of road,	42.2	42.2
	Length of single track,	42.2	42.2
Schuylkill and Susquehanna branch, from Auburn, Pa., to Rockville, Pa.,	Length of road,	53.4	53.4
	Length of single track,	53.4	53.4
Mount Carbon branch, from Mt. Carbon, Pa., to Wadesville and Mt. Laffee, Pa.,	Length of road,	8.5	8.5
	Length of single track,	8.5	8.5
Mahanoy and Shamokin branch, from New Castle and Mahanoy City, Pa., to Port Trevorton, Pa.,	Length of road,	64.6	64.6
	Length of single track,	51.9	51.9
	Length of double track,	12.7	12.7
Moselem branch, from Leesport, Pa., to Leesport Iron Company's Works, Pa.,	Length of road,	1.7	1.7
	Length of single track,	1.7	1.7
West Reading branch, from intersection with Lebanon Valley branch, near Third street, Reading, Pa., to foot of Sixth street, Reading, Pa.,	Length of road,	1.9	1.9
	Length of single track,	1.9	1.9

Leased Roads.			
Chester Valley railroad, from Bridgeport, Pa., to Downingtown, Pa.,	Length of road,	21.5	21.5
	Length of single track,	21.5	21.5
Colebrookdale railroad, from Pottstown, Pa., to Barto, Pa.,	Length of road,	12.8	12 8
	Length of single track,	12.8	12.8
Pickering Valley railroad, from Phœnixville, Pa., to Byers, Pa.,	Length of road,	11.3	11.3
	Length of single track,	11.3	11.3
East Pennsylvania railroad, from Reading to Allentown, Pa.,	Length of road,	36.0	36.0
	Length of single track,	17.5	17.5
	Length of double track,	18.5	18.5
Allentown railroad, from Topton, Pa., to Kutztown, Pa.,	Length of road,	4.5	4.5
	Length of single track,	4.5	4.5
Little Schuylkill railroad, from Port Clinton, Pa., to Tamanend and Reevesdale, Pa.,	Length of road,	28.1	28.1
	Length of single track,	28.1	28.1
Mine Hill and Schuylkill Haven railroad, from Schuylkill Haven, Pa., to Locust Gap Junction, Tremont, and New Lincoln, Pa.,	Length of road,	53.1	53.1
	Length of single track,	31.3	31.3
	Length of double track,	21.8	21.8
Mt. Carbon and Port Carbon railroad, from Mt. Carbon, Pa., to Port Carbon, Pa.,	Length of road,	2.5	2.5
	Length of double track,	2.5	2.5
Mi l Creek railroad, from Mill Creek Junction, Pa., to New Castle, Pa.,	Length of road,	3.8	3.8
	Length of double track,	3.8	3.8
Schuylkill Valley railroad, from Port Carbon, Pa., to Reevesdale, Pa.,	Length of road,	11.0	11.0
	Length of single track,	5.7	5.7
	Length of double track,	5.3	5.3
East Mahanoy railroad, from East Mahanoy Junction, Pa., to St. Nicholas, Pa.; East Mahanoy Tunnel, Pa., to connection with Nesque Valley branch,	Length of road,	14.1	14.1
	Length of single track,	12.0	12.0
	Length of double track,	2.1	2.1
Shamokin, Sunbury and Lewisburg railroad, from West Milton, Pa., to Shamokin, Pa.,	Length of road,	31.1	31.1
	Length of single track,	31.1	31.1
Philadelphia, Germantown and Norristown railroad, from Philadelphia, Pa., to Chestnut Hill, Norristown, and Oreland, Pa.,	Length of road,	33.5	33.5
	Length of single track,	13.1	13.1
	Length of double track,	20.4	20.4
Catawissa railroad, from Tamanend, Pa., to Newberry Junction, Pa.,	Length of road,	96.5	96.5
	Length of single track,	96.5	96.5
Philadelphia and Chester branch, from Gray's Ferry, Pa., to Thurlow, Pa.,	Length of road,	14.2	14.2
	Length of single track,	9.3	9.3
	Length of double track,	4.9	4.9
North Pennsylvania railroad, from Front and Noble streets, Philadelphia, Pa., to Bethlehem, Pa.; Lansdale, Pa., to Doylestown, Pa.; Jenkintown, Pa., to center of Delaware river,	Length of road,	86.4	86.4
	Length of single track,	29.4	29.4
	Length of double track,	57.0	57.0
Delaware and Bound Brook railroad, from Trenton Junction, N. J., to Trenton, N. J.; from center of Delaware river to Bound Brook Junction, N. J.,	Length of road,	33.0	
	Length of single track,	6.0	
	Length of double track,	27.0	
Norristown Junction railroad, from Mill street, Norristown, Pa., to Marshall street, Norristown, Pa.,	Length of road,	4.4	4.4
	Length of double track,	4.4	4.4
Schuylkill and Lehigh railroad, from High's Farm, below Reading, Pa., to Slatington, Pa.,	Length of road,	44.0	44.0
	Length of single track,	44.0	44.0
Central Railroad of New Jersey, from Jersey City, N. J., to Phillipsburg, N. J.,	Length of road,	98.7	
	Length of single track,	16.0	
	Length of double track,	82.7	
Constable Hook railroad, from Centreville, N. J., to Constable Hook, N. J.,	Length of road,	2.0	
	Length of single track,	2.0	
South Branch railroad, from Somerville, N. J., to Flemington, N. J.,	Length of road,	15.8	
	Length of single track,	15.8	

Manufacturers' railroad, from Brill's, N. J., to Passaic river, N. J.,	Length of road,	1.5	
	Length of single track,	1.5	
High Bridge railroad, from High Bridge, N. J., to German Valley, N. J.,	Length of road,	15.8	
	Length of single track,	15.8	
Longwood Valley railroad, from German Valley, N. J., to Port Oram, N. J.,	Length of road,	13.8	
	Length of single track,	13.8	
Dover and Rockaway railroad, from Port Oram, N. J., to Rockaway, N. J.,	Length of road,	4.7	
	Length of single track,	4.7	
Lake Hopatcong railroad, from Hopatcong Junction, N. J., to Lake Hopatcong, N. J.,	Length of road,	5.6	
	Length of single track,	5.6	
Ogden Mine railroad, from Lake Hopatcong, N. J., to Ogden, N. J.,	Length of road,	10.0	
	Length of single track,	10.0	
Long Branch and Sea Shore railroad, from Sandy Hook, N. J., to Long Branch, N. J.,	Length of road,	10.6	
	Length of single track,	10.6	
New Jersey Southern railroad, from Long Branch, N. J., to Eatontown, N. J.; from Port Monmouth, N. J., to Atco, N. J.,	Length of road,	78.0	
	Length of single track,	78.0	
West End railroad, from East Long Branch, N. J., to West End, N. J.,	Length of road,	1.4	
	Length of single track,	1.4	
Tom's River railroad, from Manchester, N. J., to Tom's River, N. J.,	Length of road,	7.5	
	Length of single track,	7.5	
Tom's River and Waretown railroad, from Tom's River, N. J., to Barnegat, N. J.,	Length of road,	14.8	
	Length of single track,	14.8	
Vineland railway, from Atsion, N. J., to Bayside, N. J.,	Length of road,	46.8	
	Length of single track,	46.8	
New York and Atlantic Highlands railroad, from Hopping, N. J., to Atlantic Highlands, N. J.,	Length of road,	2.8	
	Length of single track,	2.8	
Lehigh and Susquehanna railroad, from Phillipsburg, N. J., to Union Junction, Pa.,	Length of road,	159.3	159.3
	Length of single track,	91.3	91.3
	Length of double track,	68.0	68.0
Nesquehoning Valley railroad, from Nesquehoning Junction, Pa., to Tamanend, Pa.,	Length of road,	16.6	16.6
	Length of single track,	9.3	9.3
	Length of double track,	7.3	7.3
Tresckow railroad, from Silver Brook, Pa., to Audenried, Pa.,	Length of road,	7.5	7.5
	Length of single track,	7.5	7.5
Summit Hill railroad, from Mauch Chunk, Pa., to Summit Hill, Pa.,	Length of road,	18.4	18.4
	Length of single track,	18.4	18.4
New York and Long Branch railroad, from north end of Raritan river bridge, near Perth Amboy, N. J., to Bay Head Junction, N. J.,	Length of road,	38.0	
	Length of double track,	38.0	
Smyrna and Delaware Bay railroad from Pierson's Cove, Del., to Massey's Junction, Md.,	Length of road,	20.0	
	Length of single track,	20.0	
Kent County railroad, from Massey's Junction, Md., to Chestertown, Md.,	Length of road,	21.0	
	Length of single track,	21.0	
Kent County railroad extension, from Worton Junction, Md., to Nicholson, Md.,	Length of road,	4.0	
	Length of single track,	4.0	

Summary.

Length of main line,	98.4	98.4
Length of branches owned by the company,	228.6	228.6
Length of leased roads,	1,152.4	706.6
Length of operated roads,	106.6	106.6
Total length of all roads owned, leased, and operated,	1,586.0	1,140.2
Length of second track,	516.7	369.0
Length of sidings and other tracks not above enumerated,	968.6	743.5
Length of all tracks,	3,071.3	2,252.7

Gauge.

Gauge of lines, ...	4 ft. 8½ in.

Track.

Miles of track laid with steel rail on lines owned, leased, or operated, whole length, 1,269.5; in Pennsylvania,	893.5
Miles of track laid with iron rail on lines owned, leased, or operated, whole length, 1,801.8; in Pennsylvania,	1,359.2
Weight of rail per yard, Steel, ...	56, 60, 68, 70, 76, 88
Weight of rail per yard, Iron, ...	56, 58, 60, 64, 68, 70

Telegraph Lines.

Length of lines in miles, 620.8; in Pennsylvania, ...	272.8
Number of miles of wire, 1,458.11; in Pennsylvania, . . .	7[illegible]2.61

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company, ...	476
Wooden bridges, number of, 133; aggregate length, . . .	8,512 feet.
Stone bridges, number of, 119; aggregate length, ...	8,384 feet.
Iron bridges, number of, 67; aggregate length, . . .	4,188 feet.
Wooden trestles, number of, 156; aggregate length, . . .	10,095 feet.
Iron trestles, number of, 1; aggregate length, ...	180 feet.
Total length of bridges and trestles, ...	31,359 feet.

Crossings.

Railroads crossing, at grade, lines owned by the company in this Commonwealth:

River Front railroad, at Willow street, Philadelphia, Pa.; Philadelphia and Trenton railroad, at Trenton avenue, Philadelphia. Pa.; Cornwall railroad, at Lebanon, Pa.; Northern Central railroad, at Herndon, Pa.; Schuylkill and Lehigh railroad, at Reading, Pa.; Mine Hill and Schuylkill Haven railroad, at Schuylkill Haven, Pa.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth:

Connecting (Pennsylvania) railroad, west of Spring Garden water works, Philadelphia, Pa.; North Pennsylvania railroad, at six hundred feet north of Second street, Richmond branch, Philadelphia, Pa.; Connecting (Pennsylvania) railroad, at eight hundred feet north of Sixth street, Richmond branch, Philadelphia, Pa.; Philadelphia, Germantown and Norristown railroad, at Nicetown, Philadelphia, Pa.; Philadelphia, Germantown and Chestnut Hill railroad, at one half mile west of Nicetown, Philadelphia, Pa.; Philadelphia, Germantown and Norristown railroad, at one mile east of West Falls, Philadelphia, Pa.; Pennsylvania Schuylkill Valley railroad, at twelve hundred feet below West Manayunk, Pa.; Pennsylvania Schuylkill Valley railroad, at twelve hundred feet above Phœnixville, Pa.; Pennsylvania Schuylkill Valley railroad, at Reading, Pa.; Pennsylvania Schuyl-

kill Valley railroad, below Tuckerton, Pa.; Schuylkill and Lehigh railroad, at Tuckerton, Pa.; Schuylkill and Lehigh railroad, at Reading, Pa.; Lehigh Valley railroad, at Kohinoor colliery, Shenandoah City, Pa.; Lehigh Valley railroad, at Big Mine Run, near Ashland, Pa.; Lehigh Valley railroad, at Shenandoah City, Pa.; Lehigh Valley railroad. at Preston Junction, near Girardville, Pa.; Mine Hill and Schuylkill Haven railroad, at Locust Gap Junction, Pa.; Mine Hill and Schuylkill Haven railroad, at Big Mine Run, near Ashland, Pa.

Number of crossings of highways, at grade, in this Commonwealth,	1,587
Number of crossings of highways over railroad,	188
Number of crossings of highways under railroad,	227
Number of crossings at which gates or flagmen are maintained,	237
Number of crossings at which there are neither gates nor flagmen,	1,350

Statement of regulations governing employés in regard to crossings—(guarded by gates or flagmen):

"Crossing watchmen are required to stand fairly on the crossing, on the approach of an engine or train, and must give warning to persons on foot, and to the drivers of street-cars, wagons, and other vehicles in ample time to prevent them from attempting to cross until the engine or train has passed. They must not in any case give signal to drivers of street-cars to proceed, but must give such a signal to the driver of every other class of vehicle, when the crossing is clear for them to pass." "They must be upon the crossing at all times while on duty, and must have their blue flag conspicuously displayed during the day-time, and their green light at night. They must commence using the light as early in the evening as may be required to make their signals clearly observable."

Stations.

Number of stations on main line: Passenger and freight, 40; in Pennsylvania,	40
Number of stations on branches: Passenger and freight, 50; in Pennsylvania,	50
Number of stations on leased roads: Passenger and freight, 340; in Pennsylvania,	226
Number of engine-houses and shops owned by the company, 34; in Pennsylvania,	34
Number of fuel and water stations on main line, 65; in Pennsylvania,	65
Number of fuel and water stations on branches, 9; in Pennsylvania,	9
Number of fuel and water stations on leased roads, 167; in Pennsylvania,	125

Number of tunnels on all lines owned by the company, 3; in Pennsylvania, ... 3

Aggregate length of tunnels, 4,477 feet; in Pennsylvania, 4,477 feet.

Material of foundation upon which track is laid: Crushed stone, coal, and furnace cinder, coal dirt, gravel, sand, wooden and iron cross-ties.

Equipment.		Number.	Average cost of each.
Cars, transportation department, 8-wheel,		71	$676
Cars, transportation department, 4-wheel,		400	238
Locomotives,		944	8,787
Passenger cars, first class,	782		4,663
Passenger cars, second class,	49		2,079
Total passenger cars,		831	4,482
Baggage, mail, and express cars,		122	1,440
Coal cars, 8-wheel,		10,897	400
Coal cars, 4-wheel,		31,484	142
Freight cars, 16-wheel,	1		750
Freight cars, 8-wheel,	10,935		425
Freight cars, 6-wheel,	747		215
Freight cars, 4-wheel,	788		151
Total freight cars,		12,471	396
Steamboats, (including ferry boats and tugs,)		27	100,259
Floating equipment other than steamboats,		96	2,883
Cars, roadway department, 8-wheel,		147	421
Cars roadway department, 4-wheel,		847	201
Hand cars and hand trucks,		885	25

Train-brake in use: Westinghouse automatic air-brake.

Average number of cars in passenger trains, including mail, express, and baggage cars, . . . 4

Average number of cars in freight trains, ... 17

Average number of cars in coal trains, . . 45

Average weight of passenger trains, including locomotive and tender, in working order, in tons, (2,000 pounds,) . 143.3

Average weight of freight trains, including locomotive and tender, in working order, in tons, (2,000 pounds,) . . . 296

Average weight of coal trains, including locomotive and tender, in working order, in tons, (2,240 pounds,) . . . 873

Employes.

Average number of persons regularly employed by company, not including canals, ... 18,025

Same in Pennsylvania, ... 13,432

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains, ... 6,153,494

Number of miles run by freight trains, ... 4,380,099

Number of miles run by coal trains, ... 4,926,682

Total number of miles run, not including mileage of shifting engines, &c., ... 15,460,275

Number of passengers carried one mile, in Pennsylvania, .	169,708,406
Number of tons of (2,000 pounds) merchandise and coal carried one mile on main line and branches, including material for use of road, .	2,(01,306,356
Number of tons of (2,000 pounds) merchandise and coal carried one mile in Pennsylvania, including material for use of road, ...	1,600,237,403
Gross amount of tonnage for the year, (2,000 pounds per tons,) including material for use of road and weight of passengers, ...	24,624,240
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . .	22
Average rate of speed adopted by express trains, including stops, (miles per hour,)	42
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	20
Average rate of speed adopted by coal trains, including stops, (miles per hour,) . . .	12

Amount of Freight, in Tons of 2,000 lbs.

Anthracite coal, . .	13,152,694	Merchandise and manufactures	1,035,186
Bituminous c al and coke, . .	881,570	Live stock, ...	77,294
Petroleum and other oils, . .	427,872	Lumber, ...	678,811
Pig-iron, ...	538,719	Other articles and express goods, company's merchandise, material, passengers, baggage, &c., ...	3,803,051
Railroad iron, ...	190,722		
Other iron or castings, . . .	492,578		
Iron and other ores, ...	900,064		
Stone and lime, . . .	850,016		
Agricultural products, . . .	1,595,663	Total, ...	24,624,240

Rate Per Ton (2,000 lbs.) Per Mile Charged for Freight.

For freight and tolls on merchandise, per ton of 2,000 pounds, per mile, proximate average, ...	1.50 cents.
For freight and tolls on coal, per ton of 2,240 pounds, per mile, proximate average, ...	1.07 cents.

EARNINGS FOR THE YEAR—For Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
December, 1884,	.....	.....	.....	.....	.....	.....	1,743,031	20,784,328	$390,376 73
January, 1885,	.....	.....	.....	.....	.....	.....	1,751,573	20,802,894	375,376 79
February, 1885,	.....	.....	.....	.....	.....	.....	1,430,965	17,005,776	301 611 96
March, 1885,	.....	.....	.....	.....	.....	.....	1,661,004	18,862,677	352,540 98
April, 1885,	.....	.....	.....	.....	.....	.....	1,879,532	22 839 265	396,289 39
May, 1885,	.....	.....	.....	.....	.....	.....	1,985,564	24,136,281	437,840 25
June, 1885,	.....	.....	.....	.....	.....	.....	2,081,225	26,467,167	475,666 62
July, 1885,	.....	.....	.....	.....	.....	.....	2,294 452	30,763,930	574,364 71
August, 1885,	.....	.....	.....	.....	.....	.....	2,288,489	33,021,460	583,588 09
September, 1885,	.....	.....	.....	.....	.....	.....	2,345,203	29,183,980	535,770 69
October, 1885,	.....	.....	.....	.....	.....	.....	2,171,091	26,838,845	467,050 63
November, 1885,	.....	.....	.....	.....	.....	.....	1,848,928	21,368,875	395,807 25
Total,	.....	.....	.....	.....	.....	.....	23,531,057	292,145,478	$5,236,284 09

Rate of Fare for Passengers Charged for the Respective Classes Per Mile.

For passengers, proximate average per mile, 1.81 cents.

From Transportation of Freight.

MONTHS.	MERCHANDISE.			COAL.			TOTALS.		
	Tons (2,000 pounds.)	Tons(2,000lbs) one mile.	Amount.	Tons (2,240 pounds.)	Tons(2,240lbs) one mile.	Amount.	Tons.	Miles.	Amount.
December, 1884,	489,677	34,083,719	$573,216 69	887,649	98,817,936	$1,209,192 65	.....	.....	.....
January, 1885,	486,915	32 854,028	536,376 38	609,765	68,795,975	744,209 07	.....	.....	.....
February, 1885,	442,830	30,449,733	469 586 64	651,125	69 282,804	843,358 29	.....	.....	.....
March, 1885,	561,086	39,310,509	599 262 96	708,145	77,100,466	838,228 61	.....	.....	.....
April, 1885,	598,865	42,697,360	650,257 81	934,456	100 396,162	1,097,820 65	.....	.....	.....
May, 1885,	620,103	43 520,905	648,334 32	948 446	99,040,995	1,043 753 39	.....	.....	.....
June, 1885,	630 084	45,310 149	662,294 14	966,134	116,974,988	1,079,320 42	.....	.....	.....
July, 1885,	611,993	41,568,379	638,539 17	1,069,827	111 846 041	1,113,131 03	.....	.....	.....
August, 1885,	651,475	45,518 668	668 426 50	1,179,205	130,568 639	1,387,067 20	.....	.....	.....
September, 1885,	727,001	51,701,129	762,865 06	1,185 550	119,694,461	1,287,157 17	.....	.....	.....
October, 1885,	726 120	53,474 137	761,749 17	1,275,678	131,245,839	1,353,467 75	.....	.....	.....
November, 1885,	654,781	46,690,811	651,958 34	1,198,308	123,524,892	1,354,082 53	.....	.....	.....
Total,	7,200,930	507,209,527	$7,622,867 18	11,614,288	1,247,289,198	$13,348,788 76	.....	.....	$20,971,655 94

From All Other Sources.

MONTHS.	Mails.		Steam colliers and coal barges.		Miscellaneous and shipping.		Total.	
December, 1884,	$6,668	81	$38,538	39	$74,523	20	$119,730	40
January, 1885,	6,551	35	38,380	65	160,959	87	205,891	87
February, 1885,	6,652	02	50,482	61	126,807	94	183,892	57
March, 1885,	6,607	33	52,483	95	72,078	08	131,169	36
April, 1885,	7,074	00	36,875	51	131,959	24	175,908	75
May, 1885,	6,594	82	37,236	82	109,031	33	152,862	97
June, 1885,	6,670	19	42,661	92	89,626	85	138,958	96
July, 1885,	6,670	19	34,373	54	189,680	18	230,723	91
August, 1885,	6,582	82	37,555	70	150,141	69	194,280	21
September, 1885,	6,649	84	38,646	20	101,229	46	146,525	50
October, 1885,	6,779	39	46,074	26	166,288	35	219,142	00
November, 1885,	9,437	43	45,975	97	116,151	34	171,564	74
Total,	$82,988	19	$499,235	52	$1,488,477	53	$2,070,651	24

Recapitulation.

Total passenger earnings for the year,	$5,286,284	09
Total merchandise and coal earnings for the year,	20,971,655	94
Total receipts from all other sources,	2,070,651	24
Total earnings for the year,	$28,328,591	27
Proportion of receipts in Pennsylvania to earnings of whole line,	$20,862,465	65

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Officers, clerks, agents, &c.,					$940,603	22
Engineers, conductors, firemen, brakemen, plane hands, &c.,					3,686,774	63
Expenses of stations, except labor,					164,078	04
Labor at stations,					459,061	83
Stationery, printing, advertising, &c.					125,700	88
Telegraph expenses,					116,825	77
Watchmen at depots, shops, signal towers, &c.,					365,435	84
Pumping water, water rents, and sundries,					202,067	08
Steamboats and ferry expenses,					355,328	25
Total,					$6,415,875	54
Motive Power.						
Fuel for locomotives,					$1,332,140	22
Locomotives, repairs of,					1,010,661	33
Oil for locomotives and cars,					181,883	96
Tallow, lard, cotton waste, &c, for locomotives and cars,					96,055	93
Tools and machinery, repairs of,					55,680	46
Total,					$2,676,421	90
Maintenance of Way.						
Ballast,					$115,616	42
Bridges, repairs of,					391,997	57
Officers, clerks, &c.,					89,572	61
Cross-ties,					344,351	50

Frogs,	$32,589	40
Incidentals, stationery and printing, furniture, &c.,	13,416	42
Oil, tallow, waste, &c.,	11,792	98
Rails, iron and steel,	189,060	51
Buildings, depots and fixtures, repairs of,	194,490	10
Snow and ice, removing,	49,531	17
Spikes,	16,842	54
Splices,	59,225	74
Switches,	48,834	42
Tools and repairs of tools and hardware,	28,727	87
Track, road-bed, &c., repairing, labor and material,	918,234	37
Wharves,	107,682	93
Watchmen,	54,576	49
Total,	$2,696,543	04
Maintenance of Cars.		
Cars, repairs of, merchandise and coal,	$1,593,857	32
Cars, repairs of, passenger, baggage, express, and postal,	360,128	82
Total,	$1,953,986	14
General Expenses.		
Insurance,	$20,917	17
Repairs &c., of company's property rented,	51,714	10
Salaries of president and other officers, clerks, &c., legal and advertising expenses, stationery and printing, &c.,	492,931	08
Taxes on property,	201,862	14
Taxes on gross receipts and capital stock,	178,271	13
Rents of laterals, &c.,	8,862,707	81
Shipping expenses, Port Richmond, Elizabethport, and Port Johnston,	369,508	30
Profit and loss, damages, &c.,	190,071	83
Steam colliers and coal barges,	440,280	79
Total,	$10,808,264	35

EARNINGS—Summary.

Passenger transportation,	$5,286,284	09
Merchandise and coal transportation,	20,971,655	94
Mail service,	82,938	19
Miscellaneous, steam colliers and coal barges,	1,987,713	05
Total,	$28,328,591	27

EXPENSES—Summary.

	Passenger.	Freight.	Total.	
Conducting transportation,			$6,415,875	54
Motive power,			2,676,421	90
Maintenance of way,			2,696,543	04
Maintenance of cars,			1,953,986	14
General expenses,			10,808,264	35
Total operating expenses,			$24,551,090	97

Operating expenses, including steam colliers and coal barges, 86.7 per cent. of earnings.		
Earnings per mile of road operated, not including steam colliers and coal barges,	$20,195	47
Expenses per mile of road operated, not including steam colliers and coal barges,	17,496	96
Net earnings, not including loss on canals,	3,777,500	30

BALANCE SHEET.

DR.			DURING YEAR 1885. Increase.	Decrease.
Capital Accounts.				
Railroad,		$27,359,976 48		
Depots,		4 724,687 64		
Locomotive-engines and cars,		10,398,057 40		
Locomotive-engines and cars in car trusts,		3,427,861 45	$12 484 23	
Real estate,		8,207,108 04		
Philadelphia, Reading and Pottsville Telegraph Company stock,		22.130 00	1,400 00	
East Pennsylvania Railroad Company stock,		892.724 89		$56,633 24
Reading and Columbia Railroad Company stock		232 480 00		
Allentown Railroad Company stock,		320,532 99		
East Mahanoy Railroad Company stock,		228,985 17		18,310 44
Mine Hill and Schuylkill Haven Railroad Company stock,		201,086 04	41,586 29	
Philadelphia and Reading Coal and Iron Company stock,		8,000,000 00		
Philadelphia and Reading Coal and Iron Company bond and mortgage July 1, 1874,	$29,737,965 53			
Philadelphia and Reading Coal and Iron Company bond and mortgage December 28, 1876,	10,000,000 00			
		39,737 965 53		
Steam colliers,		2.335,767 96		225,477 28
Susquehanna canal coal barges,		15,363 20		
Schuylkill canal coal barges,		473,002 21		
Schuylkill Navigation Co. works and franchises		1,000,000 00		
		$107,577,779 00		
New engines and cars, new tracks and sidings, new bridges and depots, real estate, &c.,		686,682 18	22,200 83	
ASSETS.				
Cash on hand,	$432.956 65		229 504 94	
Bills receivable,	410,827 02		20,318 60	
Freight and toll bills,	1.261,297 07		87,555 28	
	$2 105,080 74			
Stock and bonds held by the company and by the receivers,	12,987 347 49			1.238.278 40
Materials on hand,	1,616,673 93			1,898 94
Debts due to the company and to the receivers:				
Due by leased lines in stock or bonds for new work, $1,709,144 73				162,126 89
Due by leased and controlled lines account advances, &c., 3,626,653 55				1,122,379 55
Due by connecting railroad companies, 228,840 88				105,476 92
Due on account current business, 558,201 01	6,122 840 17		139,272 12	
		22 831 942 33		
Due by P. and R. Coal and Iron Company,		15 871.816 96	21,457 16	
Philadelphia and Reading Coal and Iron Company coupons and interest purchased,				164,270 00
Sundry debits,		434,128 72	22,675 04	
Funded coupons not yet matured,				230,909 00
Expenses account deferred income bonds and 5 per cent. consols,		297,213 96	100 52	
Loss on Central R. R. Company of N. J. stock,		1,390,840 68		
Loss on sales of company's stocks and bonds that were held as collateral,		703 070 55	703,070 55	
Discount on sales of unissued bonds that were held as collateral,		1,721,429 74	1,721,429 74	
Discount, commission, and expenses of general mortgage loan, 1874-1908, issue of $10,000,000 in January, 1876,		500,000 00		
INCOME ACCOUNTS.				
Loss for year ending November 30, 1885, Philadelphia and Reading Railroad Company,	$3,532.203 60			
Loss per report November 30, 1884,	2,745,060 79			
	$6,277,264 39			
Loss of Philadelphia and Reading Coal and Iron Company for year 1885,	1,065,677 50			
		7,342 941 89	4 597,881 10	
		$159,357,846 01	$7,631.936 40	$3,335,760 66
Less amount of decrease,			3 335,760 66	
Total amount of increase,			$4,296 175 74	

BALANCE SHEET.

CR.			DURING YEAR 1885. Increase.	Decrease.
Capital Accounts.				
Prior mortgage loans,		*$5,246,700 00		
Consolidated mortgage loan, 1871-1911,		†18,811,000 00		
Improvement mortgage loan, 1873-97,		†9,364,000 00		
		$33,421,700 00		
General mortgage loan, 1874-1908,		24,686,000 00		
General mortgage, gold $ or £, scrip,	$1,694,430 00			
Perkiomen mortgage guar., gold $ or £, scrip,	97,290 00			
		1,791,720 00		
Income mortgage loan, 1876-96,		3,478,000 00	$1,024,000 00	
5 per cent. consols, mort. loan, 1882-1922, 1st ser.,		4,179,328 60	921 000 00	
5 per cent. consols, mort. loan, 1883-1933, 2d ser.,		2,201,052 53	469 000 00	
		$69,757,801 13		
Bonds and mortgages on real estate,		2,098,200 60		$36 799 50
Total mortgage loans,		$71,856,001 73		
Convertbile adjustment scrip, 1883-88,		3,072,730 00	65 000 00	
Car Trust certificates, issue of February 15, 1883,		1,600,000 00		200,000 00
Car Trust certificates, issue of March 15, 1884,		966,000 00		144,000 00
Debenture loans,	$662,300 00			
Debenture convertible loans,	7,515,400 00			2,901,500 00
		8,177,700 00		
Debenture and guarantee scrip,		562,019 10		
Loans of Schuylkill Navigation Company,		2,578,250 00		
Loan of East Penn. R. R. Co., maturing 1888,		495,900 00		
Common stock,	36,822,975 28		3,606 350 00	
Preferred stock,	846,950 00			704,850 00
		37,669,925 28		
Deferred income bonds, (nominal par, $25,568,090 30,)		‡7,670,427 09		
		$134,648,953 20		
LIABILITIES.				
Bills payable and loans,	$7,103,890 00			2,219,115 84
Receivers' certificates for wages,	2,000,000 00		5,000 00	
Receivers' certificates for materials and supplies,	747,857 34			20,877 60
Total floating debt.	$9,851,747 34			
Debts due by the company and by the receivers:				
Due to leased roads and canals, account rent, $3,264,500 61			816,094 63	
Unpaid interest and dividends, 4,694,426 65			3 119 554 64	
Due to connecting railroad companies, 474,271 44				167,617 94
Due on account current business, 454,356 22				398,194 71
Due for wages, materials, drawbacks, &c., 1,400,971 45				150,011 19
State tax on capital stock, &c., and gross receipts, 592,350 17				9,764 14
	10,980,876 54			
Total floating debt and current liabilities,		20,832,623 88		
Philadelphia and Reading Coal and Iron Company, profit and loss account,		1,983,333 26	1,065,677 50	
Sundry credits,		705,767 89	321,464 38	
Insurance funds,		404,097 04		164,734 41
Materials received through lease of Central New Jersey lines,		295,019 33		
Sinking fund loan, 1836-82,		166,070 45		
Sinking fund, Schuylkill Navigation Company improvement bonds due November 1, 1880,		228,000 00		
Mine Hill railroad accounts,		93,930 96		
		$159,357,846 01	$11,412,141 10	$7,116,965 36
Less amount of decrease,			7,116,965 36	
Total amount of increase,			$4,295,175 74	

* $5,578,000 of consolidated mortgage loan held to meet the above.

† $29,990,000 of general mortgage loan held to meet the above.

‡ This represents issue price.

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of tracks, machinery, repairs of cars, etc. The Philadelphia and Reading Railroad Company transacts its own express business.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. No transportation companies do business between local points on railroad or branches, other than lines of cars belonging to different railroad companies interchanging business with us.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? See answer to previous question.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of sleeping and dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates. Sleeping cars are run, the charges for the use of the berths being collected by the Woodruff Sleeping and Parlor Coach Company, and the Pullman Palace Car Company, who are the owners of the cars.

U. S. MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service. $82,938 19; no contracts; terms vary on the different branches.

ACCIDENTS TO PERSONS.

	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	.....	1	2	1	2	2
Employés,	22	36	9	8	31	44
Others,	3	3	79	65	82	68
Total,	25	40	90	74	115	114

Pickering Valley.

Year ending November 30, 1885.

Officers, (elected January 11, 1886.)	Residences.
James Boyd, President,	Norristown, Pa.
Howard Hancock, Secretary,	Philadelphia, Pa.
John Welch, Treasurer,	Philadelphia, Pa.

General offices at 227 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
John Oberholtzer,	Norristown, Pa.
Daniel Keeley,	Font P. O., Pa.
H. K. Brownback,	Font P. O., Pa.
Jacob Beerbrower,	Uwchlan, Pa.
Samuel Butler,	Lionville, Pa.
Joseph J. Tustin,	Chester Springs, Pa.
Samuel Holman,	Chester Springs, Pa.
Jacob Emery,	Chester Springs, Pa.
Francis Hallman,	Chester Springs, Pa.
Morris Fussell,	Chester Springs, Pa.
Levi B. Kaler,	Phœnixville, Pa.
Levi Oberholtzer,	Phœnixville, Pa.
Jacob Latshaw,	Cambria, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Phœnixville, Pa., to Byers, Pa.,	11.3	11.3
Length of single main track,	11.3	11.3

ASSETS.

Construction,	$480,037	82
Real estate,	800	00
Cash,	25	89
Sundry debits,	2,603	42
Profit and loss,	365,920	63
	$849,387	76

LIABILITIES.

Capital stock,	$95,655	00
Mortgage bonds, (due 1900,)	332,300	00
Unfunded debt,	381,059	42
Sundry credits,	40,273	34
	$849,387	76

Pine Creek.

Year ending December 31, 1885.

Officers.	Residences.
Henry Sherwood, President,	Wellsboro', Pa.
George J. Magee, Vice President,	Watkins, N. Y.
William Howell, Secretary,	Antrim, Pa.
Cornelius Vanderbilt, Treasurer,	New York city.
Anton Hardt, Chief Engineer,	Wellsboro', Pa.

Directors.	Residences.
W. H. Vanderbilt,*	New York city.
W. K. Vanderbilt,	New York city.
Cornelius Vanderbilt,	New York city.
George J. Magee,	Watkins, N. Y.
William Howell,	Antrim, Pa.
E. G. Schieffelin,	Stokesdale, Pa.
Henry Sherwood,	Wellsboro', Pa.
Walter Sherwood,	Wellsboro', Pa.
Jefferson Harrison,	Wellsboro', Pa.
Jerome B. Niles,	Wellsboro', Pa.
Anton Hardt,	Wellsboro', Pa.
John W. Bailey,	Wellsboro', Pa.
Chauncey M. Depew,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Stokesdale Junction to Newberry Junction,	74.8	74.8
Length of single main track,	74.8	74.8

ASSETS.

Construction, real estate, &c.,	$4,634,009	14
Accounts receivable,	218	29
Cash,	78	76
Profit and loss,	218,280	57
	$4,852,586	76

LIABILITIES.

Capital stock,	$1,000,000	00
Funded debt,	3,500,000	00
Unfunded debt, (construction,)	134,227	43
Unfunded debt, (other,)	218,359	33
	$4,852,586	76

* Died December 8, 1885.

Pittsburgh and Castle Shannon.

Year ending December 31, 1885.

Officers.	Residences.
John H. Ortman, President,	Pittsburgh, Pa.
S. Kaufman, Vice President,	Pittsburgh, Pa.
John Jahn, Secretary and Treasurer,	Pittsburgh, Pa.
S. Schoyer, junior, General Solicitor,	Pittsburgh, Pa.
James S. Devlin, Chief Engineer,	Pittsburgh, Pa.
Alexander Patterson, Superintendent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
S. Kaufman,	Pittsburgh, Pa.
Walter Chess,	Pittsburgh, Pa.
Ernst Rohrkaste,	Pittsburgh, Pa.
Charles Kohlmeyer,	Pittsburgh, Pa.
B. J. Stenger,	Pittsburgh, Pa.
S. Gallinger,	Pittsburgh, Pa.
H. Sellers McKee,	Pittsburgh, Pa.
Frederick Maul,	Pittsburgh, Pa.
H. F. Voigt,	Pittsburgh, Pa.
D. Z. Brickell,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Castle Shannon,	6	6
Length of single main track,	6	6

ASSETS.

Ten miles of railroad, incline planes, shops, coal works, &c.,	$185,000	00
Equipment—five locomotives, four hundred and fifty-three cars, (all kinds,)	31,427	50
Coal lands—four hundred and sixty-five acres,	42,393	50
Real estate—ninety-two acres and improvements,	21,781	00
Live stock, wagons, and harness,	4,091	00
Office furniture,	260	00
Mortgages receivable,	5,349	11
Book-accounts,	8,700	58
Bills receivable,	12,579	21
Cash,	10,397	15
Profit and loss,	229,619	76
	$551,598	81

LIABILITIES.

Capital stock,	$481,400	00
First mortgage bonds,	59,900	00
Coupons unpaid,	574	00
Interest accrued,	1,048	25
Due on book-accounts,	2,010	90
Due on pay-rolls,	4,201	90
State tax due,	105	94
Coal contract,	2,357	82
	$551,598	81

Pittsburgh, Cincinnati and St. Louis.

Year ending December 31, 1885.

Officers.	Residences.
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John W. Renner, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
M. C. Spencer, Assistant Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
M. J. Becker, Chief Engineer,	Columbus, Ohio.
James McCrea, General Manager,	Pittsburgh, Pa.
J. F. Miller, General Superintendent,	Columbus, Ohio.
E. B. Taylor, Division Superintendent,	Pittsburgh, Pa.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger Agent,	Pittsburgh, Pa.
A. McElevey, Auditor of Freight Receipts,	Pittsburgh, Pa.
J. P. Farley, Auditor of Passenger Receipts,	Pittsburgh, Pa.
James Instan, Auditor of Disbursements,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Henry H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
W. H. Barnes,	Philadelphia, Pa.
D. S. Gray,	Columbus, Ohio.
R. Sherrard, junior,	Steubenville, Ohio.
George W. McCook,	Steubenville, Ohio.
John P. Green,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Columbus, Ohio,	193.04	35.10
Length of single main track,	164.44	11.40
Length of double main track,	28.60	23.70
Branches.		
Cadiz branch, from Cadiz Junction to Cadiz, Ohio, — Length of road,	8.10	
Cadiz, Ohio, — Length of single track,	8.10	

Leased Roads.			
Chartiers railway, from Mansfield, Pa., to Washington, Pa.,	Length of road,	22.76	22.76
	Length of single track,	22.76	22.76
Pittsburgh, Wheeling and Kentucky railroad, from Wheeling Junction to Wheeling and Benwood, W. Va.,	Length of road,	28.04	
	Length of single track,	28.04	
Cincinnati and Muskingum Valley railway, from Dresden Junction to Morrow, Ohio,	Length of road,	148.45	
	Length of single track,	148.45	
LITTLE MIAMI RAILROAD.			
From Columbus, Ohio, to Cincinnati, Ohio,	Whole length of road,	196.19	
	Length of road,	119.35	
	Length of double track,	25.49	
	Length of single track,	93.86	
From Xenia, Ohio, to Springfield, Ohio,	Length of road, single track,	19.31	
From Xenia, Ohio, to Richmond, Ohio,	Length of road, single track,	57.53	

Pittsburgh and Connellsville.

Year ending September 30, 1885.

Officers.	Residences.
Robert Garrett, President,	Baltimore, Md.
J. B. Washington, Secretary, Treasurer, and Auditor,	Pittsburgh, Pa.

Directors.	Residences.
Robert Garrett,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
Charles Webb,	Baltimore, Md.
Findley H. Burns,	Baltimore, Md.
William S. Bissell,*	Pittsburgh, Pa.
John D. Scully,	Pittsburgh, Pa.
Charles L. Fitzhugh,	Pittsburgh, Pa.
George A. Berry,	Pittsburgh, Pa.
Thomas M. King,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
William H. Koontz,	Somerset, Pa.
C. C. Markle,	West Newton, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Mt. Savage Junction, Md.,		146.50	143.80
Length of single main track,		87.62	84.92
Length of second main track,		58.88	58.88
Branches.			
Brinton branch, from Port Perry to Brinton,	Length of road,	.90	.90
	Length of single track,	.90	.90
Hickman Run branch, from Hickman to Cora mines,	Length of road,	2.80	2.80
	Length of single track,	2.80	2.80
Leased Roads.			
Mt. Pleasant and Broad Ford, from Broad Ford to Standard,	Length of road,	10.00	10.00
	Length of single track,	10.00	10.00
Fayette County branch, from Gibson to Uniontown,	Length of road,	11.70	11.70
	Length of single track,	11.70	11.70

* Died May 28, 1885.

ASSETS.

Trustees' stock subscription fund,	$435	71
Construction,	14,158,454	93
Equipment,	1,683,198	49
Sinking fund consolidated mortgage,	230,044	00
Balance of open accounts,	190,311	53
Stock and bonds of other companies owned,	2,803,239	63
Profit and loss,	4,108,107	19
	$23,173,791	48

LIABILITIES.

Capital stock,	$1,944,400	00
Scrip stock,	252	50
Stock partly paid,	11,438	55
Consolidated mortgage bonds,	6,292,000	00
Second consolidated mortgage bonds,	10,000,000	00
Turtle Creek division bonds,	326,600	00
First mortgage bonds,	4,000,000	00
Real estate bonds,	100,000	00
Baltimore and Ohio Railroad Company general account,	499,100	43
	$23,173,791	48

Pittsburgh, Chartiers and Youghiogheny.

Year ending December 31, 1885.

Officers.	Residences.
J. E. Schwartz, President,	Pittsburgh, Pa.
George S. Griscom, Vice President and General Manager,	Pittsburgh, Pa.
R. T. Hill, Secretary and Treasurer,	Pittsburgh, Pa.
John G. MacConnell, General Solicitor,	Pittsburgh, Pa.
George S. Davidson, Chief Engineer and Superintendent,	Mansfield Valley, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
J. E. Schwartz,	Pittsburgh, Pa.
Jacob Henrici,	Economy, Pa.
Henry Hice,	Beaver, Pa.
John Reeves,	Beaver Falls, Pa.
Roger Hartley,	Pittsburgh, Pa.
B. F. Wilson,	Pittsburgh, Pa.
Edward Gregg,	Allegheny, Pa.
E. H. Stowe,	Pittsburgh, Pa.
O. P. Scaife,	Allegheny, Pa.
John G. MacConnell,	Pittsburgh, Pa.
William A. Robinson,	Allegheny, Pa.
William Miller,	Allegheny, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Chartiers to Junction, No. 1, with Chartiers Valley, . . .	7.4	7.4
Length of main line, from County Farm to Junction, No. 2, with Chartiers Valley, ...	1.0	1.0
Branches.		
Painter's Run branch, from Junction, No. 2, to Beadling Bros. Coal Works, Length of road, .	1.9	1.9
Painter's Run branch, from Junction, No. 2, to Beadling Bros. Coal Works, Length of single track,	1.9	1.9
Thoms Run branch, from County Farm to Beechmont, Pa., . . . Length of road, . .	4.2	4.2
Thoms Run branch, from County Farm to Beechmont, Pa., . . . Length of single track,	4.2	4.2
Branch, from West Chartiers to Ohio river, ... Length of road, . . .	0.7	0.7
Branch, from West Chartiers to Ohio river, ... Length of single track,	0.7	0.7

ASSETS.

Construction, ...	$869,825	18
Equipment, ...	183,673	13
Material on hand, ...	1,458	53
Balances collectible from individuals and corporations, ...	14,260	57
Profit and loss, ...	79,948	65
	$1,149,166	06

LIABILITIES.

Capital stock, ...	$593,600	00
First mortgage bonds, ...	320,000	00
Second mortgage bonds, ...	137,000	00
Unfunded debt, ...	48,500	00
Balances due individuals and corporations, ...	50,066	06
	$1,149,166	06

Pittsburgh and East End.

Year ending December 31, 1885.

Officers.	Residences.
N. M. McDowell, President, ...	Allegheny City, Pa.
James M. Christy, Secretary, ...	Pittsburgh, Pa.
John D. Scully, Treasurer, ...	Pittsburgh, Pa.
W. L. Chalfant, General Solicitor, ...	Pittsburgh, Pa.
Thomas P. Roberts, Chief Engineer, ...	Pittsburgh, Pa.

General offices at Pittsburgh, Allegheny county, Pa.

Directors.	Residences.
John D. Scully, ...	Pittsburgh, Pa.
W. L. Chalfant, ...	Pittsburgh, Pa.
James H. Lindsay, ...	Allegheny City, Pa.
Wilson McCandless, ...	Allegheny City, Pa.
George B. Hill, ...	Allegheny City, Pa.
John Bissell, ...	Allegheny City, Pa.
William Semple, ...	Allegheny City, Pa.
Joshua Rhodes, ...	Allegheny City, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh (city terminus) to Turtle Creek,	9.50	9.50
Branches.		
Squirrel Hill branch, length of road,	15	15

ASSETS.		
Survey, construction, engineering, right of way, rent, &c.,	$17,907	34
LIABILITIES.		
Capital stock,	$250,000	00
Sundry accounts, unfunded debt,	3,839	59

Pittsburgh, Fort Wayne and Chicago.

Year ending December 31, 1885.

Officers.	Residences.
Louis H. Meyer, President,	New York city, N. Y.
John J. Haley, Secretary and Treasurer,	Pittsburgh, Pa.

Directors.	Residences.
Louis H. Meyer,	New York.
George W. Cass,	New York.
Samuel J. Tilden,	New York.
Charles Lanier,	New York.
George B. Roberts,	Philadelphia, Pa.
John N. Hutchinson,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
Charles E. Speer,	Pittsburgh, Pa.
L. B. Harrison,	Cincinnati, Ohio.
William Hooper,	Cincinnati, Ohio.
Jesse L. Williams,	Fort Wayne, Ind.
L. Z. Leiter,	Chicago, Ill.
John Sherman,	Mansfield, Ohio.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Chicago, Ill.,		468.32	48.80
Length of single main track,		377.85	11.88
Length of second main track,		90.47	36.92
Branches.			
Cummings branch, from South Chicago to Cummings, length of road,		1.57	None.
Leased Roads.			
New Castle and Buffalo Valley railroad, from Homewood to New Castle,	Length of road,	14.982	14.982
	Length of single track,	14.982	14.982
Lawrence railroad, from Lawrence Junction, Pa., to Youngstown, Ohio,	Length of road,	17.98	9.363
	Length of single track,	17.98	9.363
Lawrence R. R., Canfield branch, from Canfield Junction to Foster coal bank,	Length of road,	4.06	None.
	Length of single track,	4.06	None.

ASSETS.

Cost of railway, equipment, &c.,	$42,065,221	15
Sinking fund,	4,163,967	44
Trustees of sinking fund—cash to purchase bonds,	581,938	48
Winslow, Lanier & Co.,—cash to pay interest and dividends,	707,736	81
Materials transferred to lessee company, July 1, 1869,	468,724	84
Miscellaneous securities in hands of trustees,	279,932	73
Cash account,	15,348	32
Lessee company equipment bonds, unsurrendered,	1,000,000	00
	$49,282,869	77

LIABILITIES.

Capital stock,	$30,491,085	71
Funded debt,	12,510,000	00
Dividends on stock,	630,284	38
Interest on funded debt, (coupons not presented,)	15,950	91
Unsurrendered equipment bonds,	1,000,000	00
Balance to credit of income account,	4,635,548	77
	$49,282,869	77

Pittsburgh Junction.

Year ending December 31, 1885.

Officers.	Residences.
Thomas M. King, President,	Allegheny, Pa.
William Vankirk, Vice President,	Pittsburgh, Pa.
C. H. H. German, Secretary,	Allegheny, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
Johns McCleave, General Solicitor,	Pittsburgh, Pa.
T. V. Patton, Superintendent,	Allegheny, Pa.

General offices at Allegheny, Pa.

Directors.	Residences.
John W. Chalfant,	Allegheny, Pa.
C. B. Herron,	Allegheny, Pa.
James Callery,	Allegheny, Pa.
Jacob Painter, junior,	Pittsburgh, Pa.
Reuben Miller,	Pittsburgh, Pa.
William Metcalf,	Pittsburgh, Pa.
Henry W. Oliver, junior,	Pittsburgh, Pa.
William Vankirk,	Pi tsburgh, Pa.
A. E. W. Painter,	Pittsburgh, Pa.
C. L. Fitzhugh,	Pittsburgh, Pa.
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Laughlin Station, Baltimore and Ohio railroad connection, to Pittsburgh and Western connection near Bennett station,	4.47	4.47
Length of single main track,	4.47	4.47
Length of second main track,	2.75	2.75
Branches.		
River division, from Wilson, Walker & Co., to Forty-third street, Pittsburgh, Length of road,	1.37	1.37
Length of single track,	1.37	1.37

ASSETS.

Franchises and property,	$720,000	00
Cash,	17,400	67
Construction,	2,333,102	19
Equipment,	397	65
Foreign roads,	13,524	64
Individuals,	8,925	00
	$3,093,350	15

LIABILITIES.

Capital stock, (common,)	$960,000	00
Capital stock, (preferred,)	480,000	00
First mortgage bonds,	1,440,000	00
Bills payable,	39,641	20
Vouchers,	8,769	43
Pay-rolls,	1,268	85
Unclaimed wages,	110	36
Contingent fund,	41	34
Unpaid coupons, January payment,	44,460	60
Profit and loss,	119,058	97
	$3,093,350	15

Pittsburgh and Lake Erie.

Year ending December 31, 1885.

Officers.	Residences.
John Newell, President,	Cleveland, Ohio.
David Hostetter, Vice President,	Pittsburgh, Pa.
John G. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
D. T. Watson, General Solicitor,	Pittsburgh, Pa.
J. Wainwright, Chief Engineer,	Pittsburgh, Pa.
W. C. Quincy, General Manager,	Pittsburgh, Pa.
R. W. Jones, Master of Transportation,	Pittsburgh, Pa.

Directors.	Residences.
John Newell,	Cleveland, Ohio.
David Hostetter,	Pittsburgh, Pa.
Jacob Henrici,	Pittsburgh, Pa.
M. W. Watson,	Pittsburgh, Pa.
James M. Bailey,	Pittsburgh, Pa.
Herbert DuPuy,	Pittsburgh, Pa.
Ralph Bagaley,	Pittsburgh, Pa.
A. E. W. Painter,	Pittsburgh, Pa.
James M. Schoonmaker,	Pittsburgh, Pa.
John Reeves,	Pittsburgh, Pa.
J. H. Devereux,	Cleveland, Ohio.
D. Leet Wilson,	Pittsburgh, Pa.
James I. Bennett,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Youngstown, Ohio,	68.0	58.8
Length of single main track,	68.0	58.8
Length of second main track,	7.73	1.09
Branches.		
New Castle branch, from New Castle Junction to New Castle, Length of road,	3.0	3.0
New Castle branch, from New Castle Junction to New Castle, Length of single track,	3.0	3.0

ASSETS.

Construction,		$3,969,373	54
Locomotive equipment,		235,882	20
Passenger car equipment,		96,255	35
Freight car equipment,		787,750	74
Right of way,		555,865	19
Real estate,		383,818	15
Cash on hand,		34,980	63
Current balances,		235,619	06
		$6,299,544	86

LIABILITIES.

Capital stock,		$2,050,000	00
First mortgage bonds,		2,000,000	00
Scrip certificates, (dividends,)		615,000	00
Real estate mortgages,		193,053	12
Temporary loans,		225,000	00
December pay-rolls and supplies,		67,000	00
Surplus:			
1879,	$23,154 77		
1880,	93,877 21		
1881,	86,663 43		
1882,	139,671 37		
1883,	407,150 69		
1884,	182,072 89		
1885,	216,901 38		
		1,149,491	74
		$6,299,544	86

Pittsburgh and Mansfield.

Year ending December 31, 1885.

Officers.	Residences.
Robert H. Brown, President,	Mansfield, Pa.
Thomas P. Roberts, Vice President and Chief Engineer,	Pittsburgh, Pa.
Robert Christy, Secretary and Treasurer,	Mansfield, Pa.

General offices at Mansfield, Pa.

Directors.	Residences.
Robert Christy,	Mansfield, Pa.
J. J. Brown,	Mansfield, Pa.
M. B. Brown, junior,	Mansfield, Pa.
Robert J. Hardy,	Mansfield, Pa.
Thomas P. Roberts,	Pittsburgh, Pa.
Richard A. Roberts,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Contemplated length of main line, from Mansfield, Allegheny county, Pa., to Pittsburgh,	4¾	4¾

Pittsburgh, McKeesport and Youghiogheny.

Year ending December 31, 1885.

Officers.	Residences.
W. C. Quincy, President,	Pittsburgh, Pa.
John G. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
D. T. Watson, General Solicitor,	Pittsburgh, Pa.
J. Wainwright, Chief Engineer,	Pittsburgh, Pa.
W. C. Quincy, General Manager,	Pittsburgh, Pa.
R. W. Jones, Master Transportation,	Pittsburgh, Pa.

Directors.	Residences.
W. C. Quincy,	Pittsburgh, Pa.
W. H. Vanderbilt,	New York, N. Y.
Cornelius Vanderbilt,	New York, N. Y.
James Tillinghast,	New York, N. Y.
J. H. Devereux,	Cleveland, Ohio.
John Newell,	Cleveland, Ohio.
David Hostetter,	Pittsburgh, Pa.
James I. Bennett,	Pittsburgh, Pa.
M. W. Watson,	Pittsburgh, Pa.
Henry Hice,	Pittsburgh, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to New Haven, Pa.,		56.955	56.955
Length of single main track,		56.955	56.955
Length of second main track,		8.51	8.51
Branches.			
Dickerson Run branch, from Dickerson Run to Clarissa mines,	Length of road,	4.577	4.577
	Length of single track,	4.577	4.577
Broadford branch, from Broadford Junction to Broadford,	Length of road,	0.322	0.322
	Length of single track,	0.322	0.322
West Youghiogheny branch, from West Youghiogheny Junction to connection with Baltimore and Ohio railroad,	Length of road,	0.2	0.2
	Length of single track,	0.2	0.2
Leased Roads.			
Youghiogheny Northern railway, from Broadford to Summit,	Length of road,	2.0	2.0
	Length of single track,	2.0	2.0

ASSETS.

Cost of road,	$5,797,230	32
Cash on hand,	9,306	71
Bills receivable,	393,462	97
	$6,200,000	00

LIABILITIES.

Capital stock,	$3,100,000	00
First mortgage bonds,	2,250,000	00
Second mortgage bonds,	850,000	00
	$6,200,000	00

Pittsburgh and North Eastern.

Year ending December 31, 1885.

Officers.	Residences.
W. C. Mobley, President,	Pittsburgh, Pa.
A. D. Neeld, Secretary and Chief Engineer,	Pittsburgh, Pa.
S. M. Jackson, Treasurer,	Apollo, Pa.
Marshall Brown, General Solicitor,	Pittsburgh, Pa.

Directors.	Residences.
W. C. Mobley,	Pittsburgh, Pa.
A. J. Montgomery,	Pittsburgh, Pa.
N. Patterson,	Pittsburgh, Pa.
A. D. Neeld,	Pittsburgh, Pa.
J. H. Conner,	Pittsburgh, Pa.
J. S. Ferguson,	Pittsburgh, Pa.
A. Eberheart,	Pittsburgh, Pa.
S. M. Jackson,	Apollo, Pa.
F. L. Stewart,	Murraysville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Port Perry to Punxsutawney, ...	0.83	0.83

Pittsburgh and State Line.

Year ending December 31, 1885.

Officers.	Residences.
Franklin Platt, President, ...	Philadelphia, Pa.
Thomas F. Wentworth, Secretary and General Solicitor, ...	New York city.
C. O'D. Iselin, Treasurer, ...	New York city.
William E. Hoyt, Chief Engineer, ...	Rochester, N. Y.
George E. Merchant, General Manager, ...	Rochester, N. Y.
J. T. Gardner, General Superintendent, ...	Buffalo, N. Y.

General offices at 615 Walnut street, Philadelphia, Pa.

Directors.	Residences.
Columbus O'D. Iselin, ...	New York city.
Franklin Platt, ...	Philadelphia, Pa.
E. Greenough Platt, ...	Philadelphia, Pa.
Victor Guillou, ...	Philadelphia, Pa.
Robert D. Maxwell, ...	Philadelphia, Pa.
Frederick A. Brown, ...	New York city.
Thomas F. Wentworth, ...	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New York State line, to Walston, Pa.,	103.02	103.02
Length of single main track, ...	103.02	103.02
Branches.		
Beechtree Mine branch, from Junction to mines, length of single track, ...	4.24	4.24
Walston Mine branch, from Junction to mines, length of single track, ...	3.63	3.63
Sidings and turn-out branch, length of road, ...	3.98	3.98

Pittsburgh, Virginia and Charleston.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President, ...	Philadelphia, Pa.
D. P. Corwin, Secretary and Treasurer, ...	Pittsburgh, Pa.
D. M. Watt, Division Superintendent, ...	Pittsburgh, Pa.

General offices at Philadelphia, Pa.

Directors.	Residences.
George B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
W. J. Howard,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.
D. A. Stewart,	Pittsburgh, Pa.
Charles E. Speer,	Pittsburgh, Pa.
John Scott,	Pittsburgh, Pa.
Joseph Walton,	Pittsburgh, Pa.
George V. Lawrence,	Monongahela City, Pa.
Thomas L. Daly,	Gibsonton, Pa.

Pittsburgh and Western.

Year ending November 30, 1885.

Officers.	Residences.
James Callery, President,	Allegheny, Pa.
Solon Humphreys, Vice President,	New York, N. Y.
Thomas M. King, Vice President and General Manager,	Allegheny, Pa.
H. D. Campbell, Secretary and Assistant Treasurer,	Allegheny, Pa.
J. P. Curtis, Treasurer and Secretary,	New York, N. Y.
George Shiras, junior, General Solicitor,	Pittsburgh, Pa.
J. T. Johnson, Superintendent,	Allegheny, Pa.

Receivers.	Residences.
James Callery and John W. Chalfant, Receivers,	Allegheny, Pa.
H. D. Campbell, Treasurer,	Allegheny, Pa.
Johns McCleave, General Solicitor,	Pittsburgh, Pa.
Thomas M. King, General Manager,	Allegheny, Pa.
J. T. Johnson, Superintendent,	Allegheny, Pa.

General offices at Allegheny City, Pa.

Directors.	Residences.
James Callery,	Allegheny, Pa.
Solon Humphreys,	New York, N. Y.
Thomas M. King,	Allegheny, Pa.
John W. Chalfant,	Pittsburgh, Pa.
M. K. Moorhead,	Pittsburgh, Pa.
A. M. Marshall,	Pittsburgh, Pa.
Robert Garrett,	Baltimore, Md.
H. W. Oliver, junior,	Allegheny, Pa.
John T. Terry,	New York, N. Y.
Samuel Spencer,	Baltimore, Md.
John K. Cowan,	Baltimore, Md.
William Semple,	Allegheny, Pa.
N. S. Hill,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Allegheny to New Castle,	63.9	63.9
Length of single main track, from Callery Junction to Mt. Jewett,	137.44	137.44
Branches.		
Duck Run branch, from Duck run to Crowthers, length of road,	3.075	3.075
Clarion branch, from Clarion Junction to Clarion, length of road,	6.2	6.2
Kane branch, from Kane Junction to Philadelphia and Erie depot, length of road,	0.7	0.7
Leased Roads.		
Pittsburgh, Cleveland and Toledo railroad, from New Castle Junction to Akron, Ohio, — Length of road,	77.9	9.8
Pittsburgh, Cleveland and Toledo railroad, from New Castle Junction to Akron, Ohio, — Length of single track,	77.9	9.8

ASSETS.

Construction,	$7,210,741	60
Cost of property,	7,030,646	93
Equipment,	800,027	88
Investment accounts,	837,308	78
	$15,878,725	19

LIABILITIES.

Capital stock,	$7,250,000	00
Bonds,	5,588,000	00
Real estate, mortgages, and assumed liabilities under investment accounts,	284,724	91
Profit and loss,	199,370	43
Pittsburgh and Western receivers, bills payable and current accounts transferred to receivers,	2,556,629	85
	$15,878,725	19

P. & W. RECEIVERS—Assets.

Construction,	$49,627	21
Equipment,	43,361	07
Material on hand,	59,189	27
Current accounts,	207,573	37
Cash,	7,491	10
Pittsburgh and Western Railroad Company, bills payable and current accounts transferred,	2,556,629	85
	$2,923,871	87

P. & W. RECEIVERS—Liabilities.

Receivers' certificates,	$290,100	00
Bills payable and current accounts,	2,525,765	23
Profit and loss,	108,006	64
	$2,923,871	87

Plymouth.

Year ending December 14, 1885.

Officers.	Residences.
Winfield S. Wilson, President,	Chester county, Pa.
William W. Stephens, Secretary and Treasurer,	Philadelphia, Pa.

General office at No. 12 Philadelphia Exchange, Philadelphia, Pa.

Directors.	Residences.
James Boyd,	Norristown, Pa.
John Slingluff,	Norristown, Pa.
George W. Longaker,	Norristown, Pa.
I. V. Williamson,	Philadelphia, Pa.
Edwin Swift,	Philadelphia, Pa.
Richard Dale,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Conshohocken to Oreland,	9.25	All.
Length of single main track,	9.25	All.

ASSETS.

Plymouth Railroad Company, (old accounts,)	$286,545	19
LIABILITIES.		
Capital stock,	$12,050	00
Philadelphia, Germantown and Norristown Railroad Company,	274,495	19
	$286,545	19

Point Breeze.

Year ending December 31, 1885.

Officers.	Residences.
William G. Warden, President,	Philadelphia, Pa.
Henry L. Davis, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 307 Walnut street, Philadelphia, Pa.

Directors.	Residences.
Norris W. Harkness,	Philadelphia, Pa.
Henry L. Davis,	Philadelphia, Pa.
Edward P. Cooper,	Philadelphia, Pa.
Charles H. Quarles,	Philadelphia, Pa.
William G. Brown,	Philadelphia, Pa.
Thornton Pike,	Lower Makefield township, Bucks co., Pa.

ASSETS.

Land account,	$4,552	84
Expenses,	947	58
Atlantic Refining Company,	496	57
Profit and loss,	1,203	01
	$7,200	00
LIABILITIES.		
Capital stock paid up,	$7,200	00
	$7,200	00

Pomeroy and Newark.

Year ending December 31, 1885.

Officers.	Residences.
W. H. Wilson, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
W. H. Wilson,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pomeroy, Pa., to Newark, Del.,	26.70	21.66
Length of single main track,	26.70	21.66

Pottsville and Mahanoy.

Year ending December 31, 1885.

Officers.	Residences.
J. C. Bright, President,	Pottsville, Pa.
Heber S. Thompson, Secretary,	Pottsville, Pa.
James R. McClure, Treasurer,	Philadelphia, Pa.
P. F. Brendlinger, Engineer,	Pottsville, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Lewis C. Thompson,	Pottsville, Pa.
John Phillips,	Pottsville, Pa.
David A. Smith,	Pottsville, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Heber S. Thompson,	Pottsville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pottsville to New Boston, (under construction,)	10.8	10.8

Reading and Columbia.

Year ending November 30, 1885.

Officers, (elected January 11, 1885.)	Residences.
G. A. Nicolls, President,	Reading, Pa.
Howard Hancock, Secretary,	Philadelphia, Pa.
John Welch, Treasurer,	Philadelphia, Pa.
E. Chamberlain, Engineer,	Reading, Pa.
Alexander M. Wilson, Superintendent,	Columbia, Pa.

General offices at 227 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
F. B. Gowen,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
Peter C. Hollis,	Philadelphia, Pa.
W. W. Harkness,	Philadelphia, Pa.
Frances I. Gowen,	Philadelphia, Pa.
John Wanamaker,	Philadelphia, Pa.
J. N. Hutchinson,	Philadelphia, Pa.
Thomas Baumgardner,	Lancaster, Pa.
William Latimer Small,	York, Pa.
Paris Haldeman,	Chickies, Lancaster county, Pa.
Benjamin F. Hiestand,	Marietta, Lancaster county, Pa.
Adam R. Royer,	Denver, Lancaster county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sinking Spring, Pa., to Columbia, Pa.,	39.85	
Length of single main track,	39.85	All.
Branches.		
Lancaster branch, from Lancaster Junction to Lancaster, length of road,	7.86	
Mount Hope branch, from Manheim to Mt. Hope, length of road,	5.91	All.
Cabeen's branch, from New Providence to ore banks, length of road,	1.33	
Haldeman's branch, length of road,	.84	

Leased Roads.		
Quarryville branch of Lancaster and Reading narrow-gauge, from Lancaster, Pa., to Quarryville, Pa., length of road, . .	15.28	
Controlled and Operated Road.		
Reading, Marietta and Hanover railroad, from Marietta Junction, Pa., to Chickies, Pa., length of road, ...	6.36	

ASSETS.

Construction, ...	$2,126,478	72
Real estate, ...	67,002	67
Equipment, ...	245,241	18
Material, ...	12,289	56
Cash, ...	1,154	37
Sundry debits, ...	232,236	53
Profit and loss, ...	927,806	22
	$3,612,209	25

LIABILITIES.

Capital stock, ...	$957,200	00
Capital stock, fractional shares, ...	1,068	09
Scrip, ...	105	00
First mortgage bonds, 1912, ...	650,000	00
Second mortgage bonds, 1904, ...	350,000	00
Debenture bonds, ...	1,000,000	00
Bonds and mortgages, real estate, ...	14,166	67
Unfunded debt, ...	244,995	01
Sundry credits, ...	394,674	48
	$3,612,209	25

Reading and Lebanon.

Year ending December 31, 1885.

Officers.	Residences.
William M. Kaufman, President, ...	Reading, Pa.
William G. Moore, Secretary, ...	Womelsdorf, Pa.
S. Bennett Cunningham, Treasurer, ...	Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.	Residences.
Charles McFadden, ...	Philadelphia, Pa.
William M. Kaufman, ...	Reading, Pa.
William G. Moore, ...	Womelsdorf, Pa.
James W. Deppen, ...	Wernersville, Pa.
John M. Schonom, ...	Womelsdorf, Pa.
Jacob Raney, ...	Myerstown, Pa.
John A. Donges, ...	Myerstown, Pa.
Joseph Coover, ...	Myerstown, Pa.
Adolphus Reinoehl, ...	Lebanon, Pa.

Reading, Marietta and Hanover.

Year ending November 30, 1885.

Officers.	Residences.
John N. Hutchinson, President,	Philadelphia, Pa.
Howard Hancock, Secretary,	Philadelphia, Pa.
John Welch, Treasurer,	Philadelphia, Pa.

General offices at No. 227 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
George deB. Keim,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
John Wanamaker,	Philadelphia, Pa.
Robert H. Sayre,	Bethlehem, Pa.
Joseph Wharton,	Philadelphia, Pa.

(Vacancy by death of J. B. Lippincott.)

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Marietta Junction, Pa., to Chickies, Pa.,	6.36	6.36
Length of single main track,	6.36	6.36

Rew City and Eldred.

Year ending December 31, 1885.

Officers.	Residences.
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
George A. Eckbert, Treasurer,	Bradford, Pa.
John C. McKenna, Superintendent,	Bradford, Pa.

General offices at Bradford, Pa.

Directors.	Residences.
John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
R. G. Taylor,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
John E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Rew City, Pa., to Eldred, Pa.,	12.16	12.16
Length of single main track,	12.16	12.16

Ridgway and Clearfield.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
John P. Green,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ridgway to Falls Creek,	27.23	27.23
Length of single main track,	27.02	27.02
Length of second main track,	0.21	0.21

Ridgway and Oil City.

Year ending December 31, 1885.

Officers.	Residences.
E. E. Willard, President,	Ridgway, Pa.
J. M. Schram, Secretary,	Ridgway, Pa.
J. H. Hagerty, Treasurer,	Ridgway, Pa.

General offices at Ridgway, Elk county, Pa.

Directors.	Residences.
M. S. Kline,	Ridgway, Pa.
J. H. Hagerty,	Ridgway, Pa.
John Morgan,	Ridgway, Pa.
E. M. Rogers,	Arroyo, Pa.
James Penfield,	Ridgway, Pa.
J. M. Schram,	Ridgway, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ridgway to Oil City, Pa.,	60	60

Riegelsville.

Year ending December 31, 1885.

Officers.	Residences.
U. H. Wilson, President,	Philadelphia, Pa.
Hugh B. Ely, Secretary and Treasurer,	Beverly, N. J.
W. H. Brown, Chief Engineer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Joseph N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
R. D. Barclay,	Philadelphia, Pa.
W. A. Patton,	Philadelphia, Pa.
John C. Sims, junior,	Philadelphia, Pa.
Clifford L. Sims,	Mount Holly, N. J.

River Front.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
G. B. Roberts,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Frank Thomson,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
John P. Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lehigh avenue, Philadelphia, to Dock street, Philadelphia,	3.62	3.62
Length of single main track,	1.35	1.35
Length of second main track,	2.27	2.27
Branches.		
Canal Street branch, from River Front railroad to Laurel street, — Length of road,	0.24	0.24
Canal Street branch, from River Front railroad to Laurel street, — Length of single track,	0.24	0.24

Rochester and Pittsburgh.

Year ending September 30, 1885.

Officers.	Residences.
Walston H. Brown, President,	New York city.
George F. Stone, Vice President,	New York city.
Thomas T. Wentworth, Secretary and General Solicitor,	New York city.
Frederick A. Brown, Treasurer,	New York city.
John F. Dinkey, Auditor and Assistant Treasurer,	Rochester, N. Y.
William E. Hoyt, Chief Engineer,	Rochester, N. Y.
George E. Merchant, General Manager,	Rochester, N. Y.
James T. Gardner, General Superintendent,	Buffalo, N. Y.
Isaiah S. Emery, General Freight and Passenger Agent,	Rochester, N. Y.
C. W. Mills, Superintendent Motive Power and Machinery,	Rochester, N. Y.

General offices at 20 Nassau street, New York, and Rochester, N. Y.

Directors.	Residences.
Walston H. Brown,	New York city.
Frederick A. Brown,	New York city.
George F. Stone,	Morristown, N. J.
Henry Day,	New York city.
Andrew Pierce,	Clifton Springs, N. J.
A. L. Hopkins,	New York city.
George W. Parsons,	New York city.
Wheeler H. Peckham,	New York city.
John H. Hall,	New York city.
F. O. French,	New York city.
James Francis,	Sand Point, N. Y.
Alfred Roosevelt,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Rochester and Buffalo to Walston Mines, Pa.,	238.86	72.65
Length of single main track,	238.86	72.65
Length of second main track,	01.86	None.
Length of sidings and turnouts on main line,	57.71	18.52
Branches.		
Beech Tree Mine branch, from Beech Tree Junction to Beech Tree mines, Length of road,	4.24	4.24
Beech Tree Mine branch, from Beech Tree Junction to Beech Tree mines, Length of single track,	4.24	4.24
Walston Mine branch, from Walston Junction to Walston mines, length of road,	3.63	3.63
Sidings and turnouts, length of road,	3.98	3.98
Leased Roads.		
Perry railroad, from Silver Lake Junction to Silver Springs, Length of road,	1.03	None.
Perry railroad, from Silver Lake Junction to Silver Springs, Length of single track,	1.03	None.
New York, Lake Erie and Western railway, from Howard Junction to Clarion Junction, length of road,	36.23	36.23

ASSETS.

Construction account,		$22,573,688	08
Equipment,		2,657,593	51
Investment account:			
Perry railroad stock,	$20,000 00		
Brockwayville and Punxsutawney railroad stock,	250,000 00		
Rochester and Pittsburgh Coal and Iron Company stock,	3,970,000 00		
Canal boats,	76,393 64		
		4,316,393	64
Redemption fund:			
Consolidated first mortgage bonds to redeem income bonds,	$935,000 00		
Rochester and Pittsburgh railroad stock to redeem outstanding Rochester and Pittsburgh Coal and Iron Company stock,	30,000 00		
		965,000	00
Cash,		5,026	16
Materials on hand,		88,823	71
Bills receivable,		1,305	00
Second mortgage bonds held by Union Trust Company, unissued,		185,000	00
Accounts receivable,		95,166	69
Profit and loss:			
Deficit, September 30, 1884,	$373,798 79		
Deficit, September 30, 1885,	131,731 62		
		505,530	41
		$31,393,527	20

LIABILITIES.

Capital stock,	$20,000,000	00
Funded debt,	10,638,000	00
Accounts payable,	755,527	20
	$31,393,527	20

St. Clair Inclined.

Year ending December 31, 1885.

Officers.	Residences.
William S. Hughes, President,	Pittsburgh, Pa.
H. L. McLain, Vice President,	Pittsburgh, Pa.
W. S. Jones, Secretary,	Pittsburgh, Pa.
James M. Eccles, Treasurer,	Pittsburgh, Pa.

Directors.	Residences.
William S. Hughes,	Pittsburgh, Pa.
H. L. McLain,	Pittsburgh, Pa.
George B. Blood,	Pittsburgh, Pa.
W. S. Jones,	Pittsburgh, Pa.

Salisbury.

Nine months ending September 30, 1885.

Officers.	Residences.
William S. Bissell, President,*	Pittsburgh, Pa.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh.

Directors.	Residences.
H. S. Burgesser,	Pittsburgh, Pa.
J. B. Caven,	Pittsburgh, Pa.
Thomas M. King,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
Samuel Spencer,	Baltimore, Md.
Robert Garrett,	Baltimore, Md.
Francis Burns,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Salisbury Junction to West Salisbury,	8.70	8.70
Branches.		
Grassy Run branch, from Boynton Mills to Salisbury Coal Company's mines, length of road,	1.25	1.25
West Salisbury branch, from West Salisbury to Salisbury Coal Company's mines, length of road,	.75	.75
Tub Mill Run branch, from West Salisbury to W. J. Smith & Co.'s mines, length of road,	.50	.50

ASSETS.

Construction and equipment,		$243,108	00
Due from other corporations, individuals, and cash,		777	54
Profit and loss,		24,143	96
		$268,029	50

LIABILITIES.

Capital stock,	Common,	$104,250 00	$117,800	00
	Preferred,	13,550 00		
Scrip stock,			229	50
First mortgage bonds,			150,000	00
			$268,029	50

* Died May 28, 1885.

Schuylkill River, West Side.

Year ending 1885.

Officers.	Residences.
S. P. Wolverton, President,	Sunbury, Pa.
Charles H. Quarles, Secretary,	227 S. Fourth street, Philadelphia, Pa.
William A. Church, Treasurer,	227 S. Fourth street, Philadelphia, Pa.

Directors.	Residences.
Albert Foster,	Philadelphia, Pa.
William A. Church,	Philadelphia, Pa.
Clinton G. Hancock,	Philadelphia, Pa.
Albert H. O'Brien,	Philadelphia, Pa.
William H. Brown,	Philadelphia, Pa.
Charles H. Quarles,	Philadelphia, Pa.

Schuylkill Valley Navigation.

Year ending December 31, 1885.

Officers.	Residences.
George deB. Keim, President,	Philadelphia, Pa.
P. C. Hollis, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 407 Library street, Philadelphia.

Directors.	Residences.
J. B. Lippincott,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
F. A. Comly,	Philadelphia, Pa.
Joseph Wharton,	Philadelphia, Pa.
John Wanamaker,	Philadelphia, Pa.
A. Hewson,	Philadelphia, Pa.

Main Line.		Whole length in feet.	Length in Penn'a.
Length of main line, from Port Carbon to Reevesdale,		11.0	11.0
Length of single main track,		5.7	5.7
Length of second main track,		5.3	5.3
Branches.			
Port Carbon branch, from Port Carbon Valley scales to Allison's shops,	Length of road,	0.2	0.2
	Length of single track,	0.2	0.2
Eagle Hill branch, from Eagle Hill to Five Points,	Length of road,	1.34	1.34
	Length of single track,	1.34	1.34
Novelty branch, from Hebener's Cut to breaker,	Length of road,	0.5	0.5
	Length of single track,	0.5	0.5
Silver Creek branch, from New Philadelphia to Silver Creek,	Length of road,	2.4	2.4
	Length of single track,	2.4	2.4
Big Vein branch, from Middleport to colliery,	Length of road,	1.95	1.95
	Length of single track,	1.95	1.95
Coal Hill branch, from Middleport to breaker,	Length of road,	0.2	0.2
	Length of single track,	0.2	0.2
Brockville branch, from Brockville Station to Brockville,	Length of road,	0.6	0.6
	Length of single track,	0.6	0.6

ASSETS.

Railroad,	$576,840	94
Philadelphia and Reading Railroad Company,	16,165	12
Cash,	1,241	28
	$594,247	34

LIABILITIES.

Capital stock,	$576,050	00
Unpaid dividends,	378	55
State taxes,	1,440	12
Revenue account,	16,378	67
	$594,247	34

Shamokin, Sunbury and Lewisburg.

Year ending November 30, 1885.

Officers.	Residences.
S. P. Wolverton, President,	Sunbury, Pa.
Howard Hancock, Secretary,	Philadelphia, Pa.
John Welch, Treasurer,	Philadelphia, Pa.

General offices at 227 South Fourth street, Philadelphia, Pa.

Directors, (elected January 11, 1886.)	Residences.
A. H. Dill,	Lewisburg, Pa.
John C. Smith,	Lewisburg, Pa.
Levi Rooke,	Winfield, Pa.
H. E. Davis,	Sunbury, Pa.
Henry Clement,	Sunbury, Pa.
John Haas,	Sunbury, Pa.
L. H. Kase,	Sunbury, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from West Milton, Pa., to Shamokin, Pa.,	31.10	31.10
Length of single main track,	31.10	31.10

ASSETS.

Construction,	$2,623,188	53
Real estate,	14,570	00
Cash,	1,673	91
Sundry debits,	562	13
	$2,639,994	57

LIABILITIES.

Capital stock,	$1,000,000	00
First mortgage bonds,	1,000,000	00
Second mortgage bonds,	500,000	00
Unfunded debt,	139,744	12
Sundry credits,	250	45
	$2,639,994	57

Shamokin Valley and Pottsville.

Year ending December 31, 1885.

Officers.	Residences.
G. B. Roberts, President,	Philadelphia, Pa.
Stephen W. White, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sunbury to Mt. Carmel,	27.30	27.30
Length of single main track,	27.30	27.30
Branches.		
Lancaster branch, from Lancaster Junction to colliery, — Length of road,	2.48	2.48
Lancaster branch, from Lancaster Junction to colliery, — Length of single track,	2.48	2.48

Sharon.

Year ending December 31, 1885.

Officers.	Residences.
George Boyce, President,	Sharon, Pa.
John H. Dyner, Secretary,	Cleveland, Ohio.
Charles Hall, Treasurer,	Sharon, Pa.

Directors.	Residences.
John I. Spearman,	Sharon, Pa.
Norman Hall,	Sharon, Pa.
Earl A. Wheeler,	Sharon, Pa.
P. L. Kimberly,	Sharon, Pa.
Jonas I. Pierce,	Sharpsville, Pa.
Charles Latimer,	Cleveland, Ohio.
Fayette Brown,	Cleveland, Ohio.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sharon to Sharon Junction,	9	9
Length of single main track,	9	9
Branches.		
Sharpsville, Wheatland, Sharon and Greenfield branch, from Sharon to coal mines, — Length of road,	4	4
Sharpsville, Wheatland, Sharon and Greenfield branch, from Sharon to coal mines, — Length of single track,	4	4
Middlesex Extension branch, from Sharon to Middlesex, — Length of road,	5	5
Middlesex Extension branch, from Sharon to Middlesex, — Length of single track,	5	5
Sharpsville Extension branch, from Boyce to Sharpsville, — Length of road,	2	2
Sharpsville Extension branch, from Boyce to Sharpsville, — Length of single track,	2	2

ASSETS.

Construction account,	$567,879	48
Cash account,	12,524	56
	$580,404	04

LIABILITIES.

Bonds payable,	$156,000	00
Capital stock,	410,350	00
Profit and loss,	14,054	04
	$580,404	04

Sharon and State Line.

Year ending December 31, 1885.

Officers.	Residences.
George H. Taylor, President,	Sharon, Pa.
David Adams, Secretary and Treasurer,	Sharon, Pa.

General offices at Sharon, Pa.

Directors.	Residences.
David Adams,	Sharon, Pa.
Francis H. Peebles,	Sharon, Pa.
Henry W. Horton,	Sharon, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line authorized, from State Line into Sharon borough, (not constructed,)	2	2

Sharpsville.

Nine months ending September 30, 1885.

Officers.	Residences.
Thomas M. King, President and General Manager,	Pittsburgh, Pa.
J. B. Washington, Vice President and Treasurer,	Pittsburgh, Pa.
S. K. Harris, Secretary,	Pittsburgh, Pa.
W. C. Agnew, Assistant General Manager,	Sharpsville, Pa.

General offices at Sharpsville, Pa.

Directors.	Residences.
J. B. Washington,*	Pittsburgh, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
N. C. Griswold,	Pittsburgh, Pa.
J. T. Johnson,	Allegheny, Pa.
William L. Scott,	Erie, Pa.
M. H. Taylor,	Erie, Pa.
J. J. Pierce,	Sharpsville, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Sharpsville to Wilmington Junction,		17.00	17.00
Length of single main track,		17.00	17.00
Branches.			
Neshannock branch, from Summit to Neshannock,	Length of road,	1.06	1.06
	Length of single track,	1.06	1.06
Bethel branch, from Bethel to Bethel mine,	Length of road,	.28	.28
	Length of single track,	.28	.28
Lackawannock branch, from Lackawannock Junction to Lackawannock mine,	Length of road,	.80	.80
	Length of single track,	.80	.80
Furnace branch, from in borough of Sharpsville,	Length of road,	.92	.92
	Length of single track,	.92	.92
Sidings and yard tracks, from Sharpsville, and on line of road,	Length of road,	2.00	2.00
	Length of single track,	2.00	2.00

ASSETS.

Construction,	$395,575	53
Equipment,	24,083	79
Real estate,	4,110	42
Material on hand,	961	90
Due from other corporations, &c.,	1,964	27
	$426,695	91

LIABILITIES.

Capital stock,	$350,000	00
Bonds and notes payable,	70,320	80
Profit and loss,	6,375	11
	$426,695	91

* Ex-officio.

Sheffield and Spring Creek.

Year ending December 31, 1885.

Officers.	Residences.
Walter Horton, President,	Sheffield, Pa.
Jerry Crary, Secretary,	Sheffield, Pa.
Charles Sigel, Treasurer,	Sheffield, Pa.
Lane B. Schofield, General Manager,	Sheffield, Pa.

General offices at Sheffield, Warren county, Pa.

Directors.	Residences.
Walter Horton,	Sheffield, Pa.
Jerry Crary,	Sheffield, Pa.
Charles Sigel,	Sheffield, Pa.
George Horton,	Sheffield, Pa.
John McNair,	Sheffield, Pa.
George Dickinson,	Sheffield, Pa.
Isaac Horton,	Sheffield, Pa.
Webb Horton,	Middletown, N. Y.
J. F. Schoellkopf,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sheffield Junction to Duhrings,	....	8

Shenango and Allegheny.

Year ending December 31, 1885.

Officers.	Residences.
Thomas P. Fowler, Receiver,	New York city.
James T. Blair, President,	Greenville, Pa.
Thomas H. Wells, Vice President,	Youngstown, Ohio.
P. E. McCray, Secretary,	Greenville, Pa.
I. D. Stinson, Treasurer,	Greenville, Pa.
James T. Blair, General Manager and Assistant to Receiver,	Greenville, Pa.

General offices at Greenville, Pa.

Directors.	Residences.
Thomas H. Wells,	Youngstown, Ohio.
Paul Wick,	Youngstown, Ohio.
A. H. Steel,	Titusville, Pa.
James Sheakley,	Greenville, Pa.
William Waugh,	Greenville, Pa.
John R. Packard,	Greenville, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Greenville to Hilliard,		47.0	47.0
Length of single track,		47.0	47.0
Branches.			
Coaltown branch, from Branchton to Coaltown,	Length of road,	3.1	3.1
	Length of single track,	3.1	3.1
Bull Valley branch, from Ray to Morristown,	Length of road,	2.7	2.7
	Length of single track,	2.7	2.7
South branch, from Branchton to Gomersal,	Length of road,	4.0	4.0
	Length of single track,	4.0	4.0
Reed branch, from Grove City to coal mines,	Length of road,	1.7	1.7
	Length of single track,	1.7	1.7
Filer branch, from Filer to coal mines,	Length of road,	0.8	0.8
	Length of single track,	0.8	0.8
West Penn and Shenango Connecting railroad, from Coaltown Junction to Butler, (operated by Shenango and Allegheny railroad at cost,)	Length of road,	19.6	19.6
	Length of sidings,	2.4	2.4

ASSETS.

Total cost of road, real estate, &c.,	$1,566,668	87
Total cost of equipment, &c.,	279,203	82
Material on hand,	17,354	70
Current accounts,	37,748	45
West Penn and Shenango Connecting Railroad Company, 20 per cent. freight guarantee,	3,965	27
Premium on insurance,	43	25
Overcharges, (not yet adjusted,)	3,342	01
Profit and loss,	246,083	21
	$2,154,409	58

LIABILITIES.

Capital stock,	$200,000	00
First mortgage bonds,	1,200,000	00
Bills payable,	109,832	21
Receiver's certificates,	135,849	87
Pittsburgh Car Trust Company, car trusts,	24,624	27
Oliver Adams, agent car trust,	45,037	10
Audited vouchers, wages, &c.,	84,695	64
Union Coal and Coke Company, Limited, purchase of track,	23,816	19
Interest on bonds, first issue,	122,749	00
Interest on bonds, second issue,	105,000	00
Mercer Mining and Manufacturing Company,*	102,805	30
	$2,154,409	58

* Controlled by same stockholders and receivers as of S. & A. R. R. Co.

Sherrick Run.

Year ending December 31, 1885.

Officers.	Residences.
H. C. Frick, President,	Pittsburgh, Pa.
Charles H. Spencer, Secretary,	Pittsburgh, Pa.
G. B. Bosworth, Treasurer,	Pittsburgh, Pa.
W. F. McCook, General Solicitor,	Swissvale, Pa.
Benjamin B. Howell, Chief Engineer,	Scottdale, Pa.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

Directors.	Residences.
H. C. Frick,	Pittsburgh, Pa.
Thomas M. Carnegie,	Pittsburgh, Pa.
David A. Stewart,	Pittsburgh, Pa.
John Walker,	Allegheny, Pa.
W. F. McCook,	Swissvale, Pa.
Charles H. Spencer,	Pittsburgh, Pa.
G. B. Bosworth,	Pittsburgh, Pa.

Sinnemahoning and Sheffield.

Year ending December 31, 1885.

Officers.	Residences.
Charles R. Earley, President,	Ridgway, Pa.
O. B. Grant, Vice President,	Ridgway, Pa.
S. A. Rote, Secretary,	Ridgway, Pa.
T. L. Minier, Treasurer,	Elmira N. Y.
Charles B. Earley, General Solicitor and Assistant Treasurer,	Ridgway, Pa.

General offices at Ridgway, Elk county, Pa.

Directors.	Residences.
C. R. Earley,	Ridgway, Pa.
A. N. Cole,	Wellsville, N. Y.
T. L. Minier,	Elmira, N. Y.
O. B. Grant,	Ridgway, Pa.
George R. Woodward,	Ridgway, Pa.
J. H. Cochran,	Driftwood, Pa.
Joseph Cochran,	Emporium, Pa.
A. J. Applebee,	Bradford, Pa.
J. H. Selkreg,	Ithaca, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Elk and Cameron county line, on Bennett's branch, Sinnemahoning creek, to Sheffield,	65	65

Sinnemahoning Valley.

Year ending December 31, 1885.

Officers.	Residences.
F. H. Goodyear, President,	Buffalo, N. Y.
L. Taggart, Secretary,	Emporium, Pa.
E. O. Cheney, Treasurer,	Buffalo, N. Y.
L. Taggart, General Superintendent,	Emporium, Pa.

General offices at Forest House, Potter county, Pa.

Directors.	Residences.
F. H. Goodyear,	Buffalo, N. Y.
L. Taggart,	Emporium, Pa.
J. L. Craven,	Emporium, Pa.
D. Burlingame,	Sizerville, Pa.
M. M. Griffin,	Wright's, Pa.
N. N. Metcalf,	Wright's, Pa.
H. D. Burlingame,	Goodyear, Pa.
H. P. Hall,	Eldred, Pa.
M. S. Davidson,	Eldred, Pa.
R. Dennis,	Eldred, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Keating Summit, Pa., to Austin's, Pa.,	9	9

ASSETS.

Cost of road,	$54,300	00
Material on hand,	4,000	00
	$58,300	00

LIABILITIES.

Capital stock, $90,000. Issued only,	$58,300	00
	$58,300	00

Slate Ridge and Delta.

Year ending December 31, 1885.

Officers.	Residences.
Foulk Jones, President,	Slate Hill, Pa.
John Macomber, Secretary,	Delta, Pa.
S. G. Boyd, Treasurer,	York, Pa.
Horace Keesey, General Solicitor,	York, Pa.

General offices at Slate Hill, York county, Pa.

Directors.	Residences.
John Macomber,	Delta, Pa.
Robert S. Parke,	Delta, Pa.
Edgar Mobly,	Bryansville, Pa.
John S. McElwain,	Fawn Grove, Pa.
H. W. Ramsay,	Delta, Pa.
W. J. McCurdy,	Slate Hill, Pa.
S. G. Boyd,	York, Pa.
A. C. McCurdy,	Delta, Pa.
Asa Jones,	Delta, Pa.
J. P. Streett,	Rocks of Deer Creek, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Maryland State line to Delta, Pa.,	1.00	1.00
Length of single main track,	1.00	1.00

Slate Run.

Year ending December 31, 1885.

Officers.	Residences.
James B. Weed, President,	Binghamton, N. Y.
William S. Hill, Secretary,	Binghamton, N. Y.
F. M. Weed, Treasurer,	Binghamton, N. Y.
William H. Jessup, General Solicitor,	Montrose, Pa.
A. P. Basin, Chief Engineer,	Elmira, N. Y.
E. C. Rodman, General Superintendent,	Binghamton, N. Y.

Directors.	Residences.
William H. Jessup,	Montrose, Pa.
F. M. Weed,	Binghamton, N. Y.
Hunting C. Jessup,	Montrose, Pa.
William S. Hill,	Binghamton, N. Y.
William H. Jessup, junior,	Montrose, Pa.
George S. Jessup,	Montrose, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Slate Run to terminus,	9	9

Somerset County.

Year ending December 31, 1885.

Officers.	Residences.
Max Schweibinz, President,	Confluence, Pa.
Frank Schweibinz, Secretary,	East Mauch Chunk, Pa.
P. H. Schweibinz, Treasurer,	Confluence, Pa.
Joseph Heinen, General Superintendent,	Confluence, Pa.

General offices at Confluence, Pa.

Directors.	Residences.
P. H. Schweibinz,	Confluence, Pa.
Frank Schweibinz,	East Mauch Chunk, Pa.
Frank Schwartz,	East Mauch Chunk, Pa.
Pius Schweibinz,	East Mauch Chunk, Pa.
Joseph Heinen,	Confluence, Pa.
John Schabo,	Shamokin, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Schweibinz station to Schweibinz mill,	8	8

ASSETS.

	$74,293	06
	$74,293	06

LIABILITIES.

Capital stock,	$56,293	06
Funded debt,	18,000	00
	$74,293	06

Somerset and Cambria.

Year ending September 30, 1885.

Officers.	Residences.
J. B. Washington, President,	Pittsburgh, Pa.
F. R. Pinkerton, Secretary,	Pittsburgh, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
J. L. Randolph, Chief Engineer,	Martinsburg, W. Va.

General offices at Pittsburgh, Pa.

Directors.	Residences.
W. H. Koontz,	Somerset, Pa.
C. C. Musselman,	Somerset, Pa.
Welty McCullogh,	Greensburg, Pa.
Joshua G. Harvey,	Baltimore, Md.
Robert Garrett,	Baltimore, Md.
P. E. Chapin,	Johnstown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Rockwood to Johnstown,	45.10	45.10

ASSETS.

Construction and equipment,	$1,317,194	82
Due from other corporations,	802,564	96
	$2,119,759	78

LIABILITIES.

Capital stock,	$1,000,000	00
First mortgage bonds,	75,000	00
Traffic bonds,	400,000	00
Second mortgage bonds,	500,000	00
Profit and loss,	144,759	78
	$2,119,759	78

South Mountain.

Year ending December 31, 1885.

Officers.	Residences.
J. C. Fuller, President,	Philadelphia, Pa.
William H. Woodward, Secretary, Treasurer, and General Superintendent,	Pine Grove Furnace, Pa.

General offices at Pine Grove Furnace, Pa.

Directors.	Residences.
J. C. Fuller,	Philadelphia, Pa.
Jay Cooke,	Philadelphia, Pa.
Jay Cooke, junior,	Philadelphia, Pa.
Charles D. Barney,	Philadelphia, Pa.
Spencer Erwin,	Philadelphia, Pa.
B. J. Woodward,	Philadelphia, Pa.
John M. Butler,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Carlisle, Pa., to Pine Grove Furnace, Pa.,	17.78	17.78

South Pennsylvania.

Year ending December 31, 1885.

Officers.	Residences.
Robert H. Sayre, President and Chief Engineer,	Bethlehem, Pa.
Frederick J. Grotevent, Secretary and Treasurer,	Harrisburg, Pa.

General offices at Fifth and Market streets, Harrisburg, Pa.

Directors.	Residences.
William K. Vanderbilt,	New York city.
H. McK. Twombly,	New York city.
William C. Whitney,	New York city.
H. F. Dimock,	New York city.
George J. Magee,	Corning, N. Y.
Franklin B. Gowen,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.
D. Hostetter,	Pittsburgh, Pa.
James Duffy,	Marietta, Pa.
Lyman D. Gilbert,	Harrisburg, Pa.
W. T. Sanger,	Harrisburg, Pa.

NOTE.—At this date there is a vacancy in the board, caused by the death of William H. Vanderbilt.

Southern Pennsylvania.

Year ending December 31, 1885.

Officers.	Residences.
Thomas B. Kennedy, President,	Chambersburg, Pa.
W. L. Ritchey, Secretary and Treasurer,	Chambersburg, Pa.
C. Ives, Chief Engineer,	Chambersburg, Pa.
J. F. Boyd, General Superintendent,	Chambersburg, Pa.

Directors.	Residences.
Thomas B. Kennedy,	Chambersburg, Pa.
John Stewart,	Chambersburg, Pa.
George B. Roberts,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from South Penn junction to Richmond,	19.1	19.1
Branches.		
From Mercersburg junction to Mercersburg, length of road,	2.3	2.3
From Richmond station to ore banks, length of road,	2.0	2.0

South-West Pennsylvania

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
John K. Ewing,	Uniontown, Pa.
John P. Green,	Philadelphia, Pa.
William J. Howard,	Philadelphia, Pa.
George F. Huff,	Greensburg, Pa.
William A. Patton,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
B. F. Ruff,	Pittsburgh, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.
George A. Torrence,	New Haven, Pa.
J. F. Wentling,	Greensburg, Pa.
Robert Pitcairn,	Pittsburgh, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from South-West Pennsylvania Junction to Fairchance,		44.50	44.50
Length of single main track,		44.50	44.50
Branches.			
Sewickley branch, from junction with South-West Pennsylvania railway to Tranger,	Length of road,	6.90	6.90
	Length of single track,	6.90	6.90
Stonerville branch, from junction with South-West Pennsylvania railway to terminus,	Length of road,	1.51	1.51
	Length of single track,	1.51	1.51
Boyer Run branch, from junction with South-West Pennsylvania railway to terminus,	Length of road,	1.82	1.82
	Length of single track,	1.82	1.82

Brinker Run branch, from junction with Sewickley branch to terminus,	Length of road, . . .	2.02	2.02
	Length of single track,	2.02	2.02
Scottdale branch, from junction with South-West Pennsylvania railway to June Bug and Texas branch, . . .	Length of road, . . .	1.87	1.87
	Length of single track,	1.87	1.87
Overton branch, from junction Scottdale branch to terminus, ...	Length of road,	1.24	1.24
	Length of single track,	1.24	1.24
June Bug branch, from junction Scottdale branch to Morewood branch, . .	Length of road, . .	1.20	1.20
	Length of single track,	1.20	1.20
Schoonmaker branch, from June Bug branch to terminus, ...	Length of road, . .	0.46	0.46
	Length of single track,	0.46	0.46
Morewood branch, from west end June Bug branch to Morewood, . .	Length of road, . .	1.25	1.25
	Length of single track,	1.25	1.26
Texas branch, from junction June Bug branch to terminus, . . .	Length of road, . .	4.98	4.98
	Length of single track,	4.98	4.98
Everson and Broad Ford branch, from junction with South-West Pennsylvania railway to junction with Youghiogheny railway,	Length of road, ...	1.90	1.90
	Length of single track,	1.90	1.90
Opossum Run branch, from junction with South-West Pennsylvania railway to terminus, ...	Length of road, ...	3.90	3.90
	Length of single track,	3.90	3.90
Mahoning branch, from junction with South-West Pennsylvania railway to terminus, . .	Length of road, ...	0.86	0.86
	Length of single track,	0.86	0.86
Morrell branch, from junction with South-West Pennsylvania railway to terminus, ...	Length of road, . . .	1.18	1.18
	Length of single track,	1.18	1.18
Fairchance branch, from junction with South-West Pennsylvania railway to terminus, ...	Length of road, . .	1.68	1.68
	Length of single track,	1.68	1.68
Vance's Mill branch, from Vance's Mill Junction to Bute, length of road, ...		2.91	2.91

State Line.

Year ending September 30, 1885.

Officers.	Residences.
Thomas M. King, President, ...	Pittsburgh, Pa.
J. B. Washington, Secretary, ...	Pittsburgh, Pa.
W. H. Ijams, Treasurer, ...	Baltimore, Md.

General offices at Pittsburgh, Pa.

Directors.	Residences.
B. F. Young, ...	Pittsburgh, Pa.
N. C. Griswold, ...	Pittsburgh, Pa.
J. B. Washington, ...	Pittsburgh, Pa.
Johns McCleave, ...	Pittsburgh, Pa.
H. S. Burgesser, ...	Pittsburgh, Pa.
J. A. Smith, ...	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Projected length of main line, from Uniontown, Pa., to West Virginia State line, ...	21.82	21.82
Length of single main track laid, ...	1.85	1.85

ASSETS.

Construction,	$85,672	65
Due from other corporations and individuals,	176,854	35
	$262,527	00

LIABILITIES.

Capital stock,	$260,000	00
Profit and loss,	2,527	00
	$262,527	00

State Line and Sullivan.

Year ending December 31, 1885.

Officers.	Residences.
J. Raymond Claghorn, President,	222 West Logan Square, Philadelphia, Pa.
O. A. Baldwin, Secretary,	Towanda, Pa.
George H. Lewars, Treasurer,	12 South Thirty-eighth street, Phila., Pa.
I. O. Blight, General Manager and General Superintendent,	Towanda, Pa.

Directors.	Residences.
J. Raymond Claghorn,	222 West Logan Square, Philadelphia, Pa.
Edward M. Davis,	205 Walnut Place, Philadelphia, Pa.
Henry C. Davis,	32 Nassau street, New York.
Edward Hoopes,	1534 Arch street, Philadelphia, Pa.
N. N. Betts,	Towanda, Pa.
W. S. Grant,	258 South Third street, Philadelphia, Pa.
I. O. Blight,	Towanda, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Monroeton to Bernice,	24	24
Length of single main track,	24	24

Stewartstown.

Year ending December 31, 1885.

Officers.	Residences.
James Fulton, President,	Stewartstown, Pa.
Joseph W. Anderson, Vice President,	Stewartstown, Pa.
A. G. Bowman, Secretary,	Stewartstown, Pa.
Andrew Anderson, Treasurer,	Stewartstown, Pa.

General offices at Stewartstown, Pa.

Directors.	Residences.
Andrew Anderson,	Stewartstown, Pa.
Joseph W. Anderson,	Stewartstown, Pa.
Jacob Althouse,	Stewartstown, Pa.
A. G. Bowman,	Stewartstown, Pa.
M. W. Bahn,	New Freedom, Pa.
John B. Gemmill,	New Park, Pa.
William Hammell,	Stewartstown, Pa.
James C. Jordan,	Stewartstown, Pa.
Andrew Leib,	Stewartstown, Pa.
John Marsteller,	New Park, Pa.
John S. Keeney,	Shrewsbury, Pa.
John Wiley,	Norrisville, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Freedom to Stewartstown,	7.2	All.

Stony Creek.

Year ending October 31, 1885.

Officers.	Residences.
James Boyd, President and General Solicitor,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
George B. Boggs, Chief Engineer and Superintendent,	Norristown, Pa.

General offices at No. 33 East Main street, Norristown, Pa.

Directors.	Residences.
A. A. Cox,	Norristown, Pa.
F. D. Sower,	Norristown, Pa.
Oliver G. Morris,	Line Lexington, Pa.
Samuel Dusher,	Norritonville, Pa.
David S. Heebner,	Lansdale, Pa.
Joshua Comly,	Philadelphia, Pa.
John Slingluff,	Norristown, Pa.
Daniel C. Getty,	Norristown, Pa.
E. Channing Potts,	Norristown, Pa.
J. P. Hale Jenkins,	Norristown, Pa.
John S. Heebner,	Lansdale, Pa.
John Oberholtzer,	Norristown, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, single track, from Norristown to Lansdale,		10.30	10.30
Branches.			
Asylum branch,	Length of road,	.85	.85
	Length of single track,	.85	.85

ASSETS.

Construction,	$454,869	16
Equipment,	397	34
Real estate,	46,569	31
Right of way,	42,269	07
Bonds of the Agricultural Improvement Company, Norristown,	300	00
Materials account,	4,297	79
Cash,	19,201	71
Debts due on account of October, 1885, business,	4,481	73
Income account,	347,729	43
	$920,115	54

LIABILITIES.

Capital stock,	$176,100	00
Instalments on stock,	884	64
Mortgage bonds,	350,000	00
Philadelphia and Reading Railroad Company North Pennsylvania account,	181,247	67
Philadelphia and Reading Railroad Company coupon account,	146,300	00
Philadelphia and Reading Railroad Company account current,	42,654	02
Mortgages and ground rents,	5,500	00
Wages and amounts due on account October, 1885, business,	2,437	55
Coupons due October 1, 1885, unpaid,	12,950	00
Coupons due April 1, 1885, accrued,	2,041	66
	$920,115	54

Strasburg.

Year ending December 31, 1885.

Officers.	Residences.
Henry Baumgardner, President,	Lancaster, Pa.
Thomas Baumgardner, Treasurer,	Lancaster, Pa.

General offices at Lancaster city, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Leaman Place to Strasburg,	4.5	All.

Susquehanna and Clearfield.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Keating to Karthaus,	22.73	22.73
Length of single main track,	22.73	22.73
Branches.		
Three Runs branch, from Three Runs to Potter's Mills, — Length of road,	2.11	2.11
Three Runs branch, from Three Runs to Potter's Mills, — Length of single track,	2.11	2.11

Sunbury, Hazleton and Wilkes-Barre.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
D. B. Cummins,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sunbury to Tomhicken,	43.44	43.44
Length of single main track,	43.44	43.44

Sunbury and Lewistown.

Year ending December 31, 1885.

Officers.	Residences.
Aaron Fries, President,	Philadelphia, Pa.
Frank S. Lewis, Secretary and Treasurer,	Philadelphia, Pa.
James H. Campbell, General Solicitor,	Philadelphia, Pa.
W. M. Phillips, Division Superintendent,	Lewistown, Pa.

Directors.	Residences.
James H. Campbell,	Philadelphia, Pa.
Stephen Greene,	Philadelphia, Pa.
John Hart,	Doylestown, Pa.
Samuel G. Lewis,	Philadelphia, Pa.
John W. Moffly,	Philadelphia, Pa.
George Shannon,	Norristown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lewistown to Selinsgrove Junction,	43.45	43.45
Length of single main track,	43.45	43.45
Branches.		
Lewistown and Tuscarora Bridge branch, across Susquehanna river at Selinsgrove, length of road,	0.12	0.12

Tioga.

Year ending December 31, 1885.

Officers.	Residences.
John King, President,	New York city.
A. R. Macdonough, Secretary,	New York city.
Edward White, Treasurer,	Brooklyn, N. Y.

General offices at 21 Cortlandt street, New York city.

Directors.	Residences.
John King,	New York city.
H. H. Cooke,	New York city.
William Libbey,	New York city.
George W. Quintard,	New York city.
John G. McCullough,	New York city.
S. M. Felton, junior,	New York city.
F. N. Drake,	Elmira, N. Y.
D. S. Drake,	Corning, N. Y.
S. T. Reynolds,	Elmira, N. Y.
H. W. Rathbone,	Elmira, N. Y.
H. D. V. Pratt,	Elmira, N. Y.
L. H. Shattuck,	Blossburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from State Line Junction to Hoytville, Pa.,	54.660	48.157
Length of single main track,	54.660	48.157
Branches.		
Morris Run branch, Length of road,	3.564	3.564
Morris Run branch, Length of single track,	3.564	3.564

ASSETS.

Cost of road and equipment,	$1,469,281	68
Stock of other companies,	1,000	00
House account,	12,871	79
Seymour house,	22,734	03
Real estate,	3,433	50
Due on account of traffic,	818	62
Due on open accounts,	1,118,328	40
Bills receivable,	1,014,000	00
	$3,637,468	02

LIABILITIES.

Common stock,	$391,200	00
Preferred stock,	189,700	00
Funded debt,	789,500	00
Accrued interest on funded debt,	10,891	66
Dividends unpaid,	342	00
Accrued rentals of leased lines,	3,698	50
Elmira State Line Railroad Company stock,	29,200	00
Profit and loss, surplus,	2,222,935	86
	$3,637,468	02

Tionesta and Clarion.

Year ending December 31, 1885.

Officers.	Residences.
J. W. Jones, President,	Philadelphia, Pa.
Ensign Bennett, Vice President,	Buffalo, N. Y.
J. R. Trimble, Secretary and Treasurer,	Penllyn, Pa.
R. D. McCreary, Chief Engineer,	Buffalo, N. Y.

General offices at 242 South Third street, Philadelphia, Pa.

Directors.	Residences.
George F. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. H. Clark,	Philadelphia, Pa.
H. M. Sill,	Philadelphia, Pa.
J. R. Trimble,	Penllyn, Pa.
A. N. Martin,	Summit, N. J.
H. A. V. Post,	New York, N. Y.
Charles C. Pomeroy,	New York, N. Y.

Tionesta Valley.

Year ending December 31, 1885.

Officers.	Residences.
Walter Horton, President,	Sheffield, Pa.
Webb Horton, Vice President,	Middletown, N. Y.
Jerry Crary, Secretary,	Sheffield, Pa.
Charles Sigel, Treasurer,	Sheffield, Pa.
Isaac Horton, General Manager,	Sheffield, Pa.
George Dickinson, General Superintendent,	Sheffield, Pa.

General offices at Sheffield, Warren county, Pa.

Directors.	Residences.
Walter Horton,	Sheffield, Pa.
Jerry Crary,	Sheffield, Pa.
Charles Sigel,	Sheffield, Pa.
George Dickinson,	Sheffield, Pa.
George Horton,	Sheffield, Pa.
Isaac Horton,	Sheffield, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Garfield to Duhrings,	....	32
Branches.		
James branch, from Brookston to Anapples, length of road,	....	5
Leased Roads.		
Cherry Grove railroad, from Sheffield to Garfield, length of single track,	....	11
Sheffield and Spring Creek railroad, from Sheffield Junction to Duhrings, length of single track,	....	8

ASSETS.

Construction and equipment,	$106,631	31
Construction,	19,959	28
Sheffield and Spring Creek railroad,	80,000	00
Profit and loss,	59,768	44
	$216,359	03

LIABILITIES.

Capital stock,	$100,000	00
Unfunded debt,	116,359	03
	$216,359	03

Tipton.

Year ending December 31, 1885.

Officers.	Residences.
Charles W. Trotter, President,	2024 Spruce street, Philadelphia.
H. T. Shillingford, Secretary and Treasurer,	1118 Wallace street, Philadelphia.
C. B. Finley, Chief Engineer,	Phillipsburg, Pa.

General offices at 333 Walnut street, Philadelphia, Pa.

Directors.	Residences.
H. Nelson Burroughs,	726 Spruce street, Philadelphia.
Francis T. Howell,	1530 Chestnut street, Philadelphia.
Titus S. Emery,	1518 Arch street, Philadelphia.
H. H. Shillingford,	1112 Wallace street, Philadelphia.
Horace Magee,	1219 Arch street. Philadelphia.
Zophar C. Howell,	4501 Chestnut street, Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Tipton to Tipton Run mine,	4.25	4.25
Length of single main track,	4.25	4.25

ASSETS.

Road-bed, (not yet completed,)	$23,621	54
Cash on hand,	1,378	46
	$25,000	00

LIABILITIES.

Capital stock issued,	$25,000	00
	$25,000	00

Tresckow.

Year ending December 31, 1885.

Officers.	Residences.
F. C. Yarnall, President,	Philadelphia, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.	Residences.
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
T. C. Henry,	Philadelphia, Pa.
E. Hill,	Philadelphia, Pa.
C. F. Howell,	Philadelphia, Pa.

ASSETS.

Costruction account,	$233,377	19
	$233,377	17
LIABILITIES.		
Capital stock,	$130,000	00
Due the Lehigh Coal and Navigation Company,	103,377	19
	$233,377	19

Turtle Creek and Allegheny River.

Year ending December 31, 1885.

Officers.	Residences.
William A. McIntosh, President,	Pittsburgh.
Thomas M. Carnegie, Vice President,	Pittsburgh.
John Walker, Secretary,	Pittsburgh.
James J. Donnell, Treasurer,	Pittsburgh.

General offices at Pittsburgh.

Directors.	Residences.
William A. McIntosh,	Pittsburgh.
Thomas M. Carnegie,	Pittsburgh.
John Walker,	Pittsburgh.
James J. Donnell,	Pittsburgh.
John W. Vandevort,	Pittsburgh.
Frank Semple,	Pittsburgh.

Tyrone and Clearfield.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth Street, Philadelphia, Pa.

Directors.	Residences.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Vail to terminus,		45.72	45.72
Length of single main track,		39.59	39.59
Length of second main track,		6.13	6.13
Branches.			
Moshannon branch, from Moshannon Junction to Vulcan,	Length of road,	11.43	11.43
	Length of single track,	6.85	6.85
	Length of double track,	4.58	4.58
Coal Run branch, from Coal Run Junction to terminus,	Length of road,	3.82	3.82
	Length of single track,	3.82	3.82
Morgan's Run branch, from Morgan's Run Junction to terminus,	Length of road,	4.05	4.05
	Length of single track,	4.05	4.05
Goss Run, No. 1, branch, from Goss Run Junction to terminus,	Length of road,	1.91	1.91
	Length of single track,	1.91	1.91
Goss Run, No. 2, branch, from Goss Run Junction, No. 2, to terminus,	Length of road,	1.64	1.64
	Length of single track,	1.64	1.64
Goss Run, No. 3, branch, from Goss Run Junction, No. 3, to terminus,	Length of road,	1.26	1.26
	Length of single track,	1.26	1.26
Houtzdale branch, from Houtzdale Junction to terminus,	Length of road,	.74	.74
	Length of single track,	.74	.74
Mapleton, No. 1, branch, from Mapleton Junction to terminus,	Length of road,	3.20	3.20
	Length of single track,	3.20	3.20
Crowell or Mapleton, No. 2, branch, from Mapleton Junction, No. 2, to terminus,	Length of road,	2.24	2.24
	Length of single track,	2.24	2.24
Phillipsburg branch, from Phillipsburg Junction to Morrisdale,	Length of road,	3.49	3.49
	Length of single track,	3.49	3.49
Moshannon and Clearfield railroad branch, from Moshannon and Clearfield Junction to terminus,	Length of road,	7.20	7.20
	Length of single track,	7.20	7.20
Leskie branch, from Leskie Junction to terminus,	Length of road,	1.32	1.32
	Length of single track,	1.32	1.32
Derby branch, from Derby Junction to terminus,	Length of road,	1.19	1.19
	Length of single track,	1.19	1.19

Ursina and North Fork.

Year ending December 31, 1885.

Officers.		Residences.
J. M. Reid, President,		Dunbar, Pa.
E. H. Reid, Secretary and Treasurer,		Scottdale, Pa.
George W. Guthrie,	General Solicitors,	Pittsburgh, Pa.
George R. Scull,	General Solicitors,	Somerset, Pa.

Directors.	Residences.
J. M. Reid,	Dunbar, Pa.
Edward Scull,	Somerset, Pa.
Joseph Albree,	Pittsburgh, Pa.
W. K. Gillespie,	Pittsburgh, Pa.
J. F. Dravo,	Pittsburgh, Pa.
F. LeMoyne,	Pittsburgh, Pa.
E. H. Reid,	Scottdale, Pa.

ASSETS.

Road purchased, bill of sale,	$26	00
Cash, ($1,000 less $26,)	974	00
Balance due from stockholders,	19,000	00
	$20,000	00
LIABILITIES.		
Capital stock,	$20,000	00
	$20,000	00

Warren and Farnesworth.

Year ending December 31, 1885.

Officers.	Residences.
M. Waters, President,	Warren, Pa.
M. B. Dunham, Vice President,	Warren, Pa.
J. P. Jefferson, Secretary,	Warren, Pa.
A. D. Wood, Treasurer and General Manager,	Warren, Pa.

General offices at Warren, Pa.

Directors.	Residences.
T. Struthers,	Warren, Pa.
C. W. Stone,	Warren, Pa.
J. H. Eddy,	Warren, Pa.
L. D. Wetmore,	Warren, Pa.
F. Henry,	Warren, Pa.
A. J. Hazeltine,	Warren, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Clarendon to Vandergrift,		10.05	10.05
Length of single main track,		10.05	10.05
Branches.			
Garfield branch, from junction to Garfield,	Length of road,	1.12	1.12
	Length of single track,	1.12	1.12
Dunham's Mill branch, from junction to Dunham's Mill,	Length of road,	4.09	4.09
	Length of single track,	4.09	4.09

Waynesburg and Washington.

Year ending December 31, 1885.

Officers.	Residences.
George B. Roberts, President,	Philadelphia, Pa.
Thomas D. Messler, Vice President,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
John W. Renner, Auditor,	Pittsburgh, Pa.
C. E. Bower, Superintendent,	Waynesburg, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
James McCrea,	Pittsburgh, Pa.
J. J. Brooks,	Pittsburgh, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. F. Temple,	Waynesburg, Pa.
J. G. Ritchie,	Waynesburg, Pa.
Julius LeMoyne,	Washington, Pa.
D. A. Spragg,	Waynesburg, Pa.
W. T. Lantz,	Waynesburg, Pa.
Jacob Swart,	Hopkins' Mills, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Waynesburg to Washington,	29	29
Length of single main track,	29	29

ASSETS.

Cost of road, equipment, &c., to December 31, 1885,		$197,994	84
Cash in hands of treasurer,		7,002	69
Amount due by George W. Inghram, former treasurer,		119	89
Amount due by Miss L. J. Braden, late treasurer,		12	00
Amount due by station agents and conductors,		503	75
Amount due on miscellaneous accounts,		1,105	27
Balance,		43,036	55
		$249,774	49

LIABILITIES.

Capital stock, full paid,	$98,200 00		
Capital stock, part paid,	3,474 97		
		$101,674	97
First mortgage 7 per cent. bonds, due July 1, 1897,		98,900	00
Amount of coupons matured and unpaid,		43,631	00
Amount due for current expenditures in December, 1885, and prior thereto,		2,972	48
Amount due on miscellaneous accounts,		2,596	04
		$249,774	49

West Chester.

Year ending December 31, 1885.

Officers.	Residences.
John P. Green, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
John P. Green,	Philadelphia, Pa.
John M. Kennedy,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Woodlands to West Chester,	5	5
Length of single main track,	5	5

West Chester and Phœnixville.

Year ending December 31, 1885.

255 SOUTH THIRD STREET,
PHILADELPHIA, *January 4, 1886.*

Honorable J. SIMPSON AFRICA,
Secretary of Internal Affairs, Harrisburg, Pa:

DEAR SIR: The report of the West Chester and Phœnixville Railroad Company is substantially the same as last year, *i. e.*, matters stand *in statu quo* other than the question of cost, which has been increased by interest account, and now stands fourteen thousand six hundred and seventy dollars and twenty-eight cents ($14,670 28.)

For further information, I beg to refer to our very full report to your predecessor for the year 1881, pages 908 to 911 inclusive, and remain,

Respectfully yours,
WEST CHESTER AND PHŒNIXVILLE RAILROAD COMPANY.
By WILLIAM E. LOCKWOOD,
President.

Western Maryland.

Year ending September 30, 1885.

Officers.	Residences.
J. M. Hood, President,	Baltimore.
John S. Harden, Secretary and Treasurer,	Baltimore.
Marshall Hall, General Solicitors,	Baltimore.
J. M. Hood, Chief Engineer, General Manager, and General Superintendent,	Baltimore.

Directors.	Residences.
William A. Boyd,	Baltimore.
Christian Devries,	Baltimore.
T. Edward Hambleton,	Baltimore.
E. G. Hipsley,	Baltimore.
Joseph W. McElroy,	Baltimore.
William S. Rayner,	Baltimore.
Samuel H. Tagart,	Baltimore.
James C. Wheeden,	Baltimore.
Joshua Biggs,	Frederick county, Md.
George W. Harris,	Washington county, Md.
C. W. Humrichouse,	Washington county, Md.
J. K. Longwell,	Carroll county, Md.
Edward Worthington,	Baltimore county, Md.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Baltimore to Williamsport,		90	.50
Leased Roads.			
Baltimore and Cumberland Valley railway, from Edgemont, Md., to Pennsylvania State line,	Length of road,	3.03	None.
Baltimore and Cumberland Valley railroad, from Maryland State line to Waynesboro',	Length of road,	4.55	4.55
Baltimore and Cumberland Valley railroad extension, from Waynesboro' to Shippensburg,	Length of road,	26.02	26.02

ASSETS.

To cost of old road and appurtenances,		$2,414,331	00
Cost of new road and appurtenances paid out of construction fund.	$1,875,000 00		
Cost of new road and appurtenances paid out of general revenue,	8,580 53		
		1,883,580	53
Equipment and betterments,		725,290	36
Sinking fund, second mortgage,		30,000	00
Balance due by other roads,		7,711	00
Material on hand,		8,847	21
Cash on hand,		38,071	95
		$5,107,832	05

LIABILITIES.

By first mortgage, unindorsed,	$400,000 00		
By first mortgage, indorsed by city,	200,000 00		
		$600,000	00
Preferred second mortgage,		600,000	00
Second mortgage, indorsed by city,	$300,000 00		
Second mortgage, indorsed by Washington county,	300,000 00		
		600,000	00
Third mortgage, indorsed by city,		875,000	00
Fourth mortgage, city stock received (no bonds issued,)		1,000,000	00
Bills payable, (car trust notes, &c.,)		293,372	53
Stock subscriptions,		682,950	00
Improvement loan,		19,377	86
Improvement account, from sale old rails,		31,512	04
Hagerstown improvement,		111	97
Loan account, (for car sheds,)		5,000	00
General revenue,		400,507	65
		$5,107,832	05

West Penn and Shenango Connecting.

Year ending December 31, 1885.

Officers.	Residences.
James T. Blair, Receiver and President,	Greenville, Pa.
I. D. Stinson, Secretary and Treasurer,	Greenville, Pa.

General offices at Greenville, Pa.

Directors.	Residences.
John P. Green,	Philadelphia, Pa.
A. H. Steele,	Titusville, Pa.
John M. Thompson,	Butler, Pa.
W. H. Garrett,	Greenville, Pa.
W. C. Stinson,	Erie, Pa.
James A. Stranahan,	Mercer, Pa.
J. N. DuBarry,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Coaltown Junction to Butler,	19.6	19.6
Length of single main track, sidings,	2.4	2.4

ASSETS.

Total construction accounts,	$982,213	44
Due by treasurer,	1,404	12
Due by Pennsylvania Railroad Company, guarantee fund,	1,994	75
Due by sundry individuals and companies,	131	35
Accrued interest on bonds,	71,314	83
	$1,057,058	49

LIABILITIES.

Capital stock,	$500,000	00
First mortgage bonds,	400,000	00
Income from operation,	12,635	70
Receivers' certificates.	15,500	00
Shenango and Allegheny railroad,	17,080	68
Bills payable.	3,000	00
Certificates of indebtedness,	66,164	52
Pennsylvania Railroad Company,	12,000	00
Interest on bonds,	24,000	00
Audited vouchers,	717	57
Guarantee fund, viz:		
Pennsylvania Railroad Company,	1,994	75
Shenango and Allegheny railroad,	3,965	27
	$1,057,058	49

Western Pennsylvania.

Year ending December 31, 1885.

Officers.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	Residences.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Bolivar to Butler,		69.02	69.02
Length of single main track,		69.02	69.02
Branches.			
Allegheny City branch, from Butler Junction to Allegheny City,	Length of road,	27.60	27.60
	Length of single track,	22.40	22.40
	Length of double track,	5.20	5.20

Wheeling, Pittsburgh and Baltimore.

Year ending September 30, 1885.

Officers.	Residences.
J. B. Washington, President,	Pittsburgh, Pa.
F. R. Pinkerton, Secretary,	Pittsburgh, Pa.
William H. Ijams, Treasurer,	Baltimore, Md.
J. L. Randolph, Chief Engineer,	Martinsburg, W. Va.

General offices at Pittsburgh, Pa.

Directors.	Residences.
Samuel Spencer,	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
William Workman,	Washington, Pa.
W. W. Smith,	Washington, Pa.
W. C. King,	Washington, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Washington, Pa., to Wheeling, W. Va.,	32.20	17
Length of single main track,	32.20	17

ASSETS.

Cost of road,	$829,631	30
	$829,631	30

LIABILITIES.

Capital stock,	$500,000	00
Due other corporations,	258,149	12
Profit and loss,	71,482	18
	$829,631	30

Wilcox.

Year ending December 31, 1885.

This company is now building, in conjunction with the Philadelphia and Erie Railroad Company, a road from Wilcox, Elk county, to a point in McKean county, about six miles distant, for the sole purpose of bringing lumber and bark from the woods lying adjacent to said road, to Wilcox. The road is still in an unfinished condition, no dividends have been declared, and the stock has no value whatever, except as representing what has been spent to grade the road-bed and lay the rails.

JAMES BAYARD, *Treasurer.*

Wilkes-Barre and Harvey's Lake.

Year ending December 31, 1885.

Officers.	Residences.
John J. Shonk, President,	Plymouth, Pa.
George W. Shonk, Secretary and Treasurer,	Plymouth, Pa.
Ira E. Hartwell, Chief Engineer,	Wilkes-Barre, Pa.
A. S. Orr, General Superintendent,	Wilkes-Barre, Pa.

General offices at Wilkes-Barre, Pa.

Directors.	Residences.
Albert S. Orr,	Wilkes-Barre, Pa.
Theodore T. Ryman,	Wilkes-Barre, Pa.
Ira E. Hartwell,	Wilkes-Barre, Pa.
L. M. Wilson,	Scranton, Pa.
Josiah W. Eno,	Plymouth, Pa.
George W. Shonk,	Plymouth, Pa.
Ephraim Troxell,	Wilkes-Barre, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line when built, from Wilkes-Barre to Harvey's Lake,	15	15
Length of single main track,	15	15

Williamsport and Clearfield.

Year ending December 31, 1885.

Officers.	Residences.
Cornelius V. Sidell, President,	New York, N. Y.
Charles D. Ingersoll, Secretary and Treasurer,	New York, N. Y.

General offices at 522 Walnut street, Philadelphia, Pa.

Directors.	Residences.
Cornelius V. Sidell,	New York, N. Y.
Henry Croskey,	Philadelphia, Pa.
H. M. Albertson,	Philadelphia, Pa.
A. H. Williams,	Philadelphia, Pa.
C. S. Riley,	Philadelphia, Pa.
M. K. King,	Norfolk, Va.
William B. Hornblower,	New York, N. Y.
Charles D. Ingersoll,	New York, N. Y.
Richard W. Clay,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, intended to be from Jersey Shore to Clearfield,	70	All.

Williamsport and North Branch.

Year ending December 31, 1885.

Officers.	Residences.
Benjamin G. Welch, President,	Hughesville, Pa.
DeWitt Bodine, Vice President,	Hughesville, Pa.
B. Harvey Welch, Secretary,	Hughesville, Pa.
C. William Woddrop, Treasurer,	Hughesville, Pa.

General offices at Hughesville, Lycoming county, Pa.

Directors.	Residences.
John H. Dye,	Philadelphia, Pa.
Robert England,	Philadelphia, Pa.
Oliver Prescott,	New Bedford, Mass.
Thomas B. Reeves,	Philadelphia, Pa.
William J. Paul,	Philadelphia, Pa.
T. Nelson Davis,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length in main line, from Halls, Pa., to Bernice, Pa., ...	48	48

Wilmington and Northern.

Year ending December 31, 1885.

Officers.	Residences.
Colonel H. A. DuPont, President, ...	Near Wilmington, Del.
P. S. Ermold, Secretary, ...	Reading, Pa.
A. G. McCausland, Treasurer and Superintendent, .	Wilmington, Del.
F. L. Hills, Chief Engineer, ...	Wilmington, Del.

General offices at Wilmington, Del., and Reading, Pa.

Directors.	Residences.
Colonel H. A. DuPont, ...	Near Wilmington, Del.
George Brooke, ...	Birdsboro', Pa.
Dr. Charles Huston, ...	Coatesville, Pa.
A. L. Foster, ...	Near Wilmington, Del.
Richard Elias Ely, ...	New Hope, Bucks county, Pa.
John S. Gerhard, ...	Philadelphia, Pa.
William DuPont, ...	Near Wilmington, Del.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Wilmington to Birbsboro', ...		63.6	51.6
Length of single main track, ...		63.6	51.6
Branches.			
Reading branch, from Birdsboro', Pa., to High's Junction, Pa.,	Length of road, .	6.9	6.9
	Length of single track, .	6.9	6.9
French Creek branch, from Springfield, Pa., to St. Peter's, Pa., . . .	Length of road, . . .	5.9	5.9
	Length of single track, .	5.9	5.9
Rockland Mill branch, from Dupont, Del., to Rockland, Del., .	Length of road, ...	1.0	
	Length of single track, .	1.0	
Kentmere branch, from junction of main line near Silverbrook, Del., to Kentmere, Del.,	Length of road, .	2.27	
	Length of single track, .	2.27	
Christiana Avenue branch, from junction with Delaware River Extension to Third street bridge, Wilmington, Del.,	Length of road, .	1.87	
	Length of single track, .	1.87	
Delaware River Extension branch, from junction with main line near Wilmington, Del., to Delaware river, Del.,	Length of road, . . .	3.50	
	Length of single track, .	3.50	
South Walnut Street branch, from junction with Delaware River Extension to Market street bridge, Wilmington, Del.,	Length of road, .	1.07	
	Length of single track, .	1.07	
Water Street branch, from junction with main line near Cedar street, Wilmington, Del., to French street, Wilmington, Del., ...	Length of road, .	1.00	
	Length of single track, .	1.00	

ASSETS.

Railroad main line,		$1,122,039	93
Reading branch,		85,632	53
Delaware River Extension branch,		100,733	10
French Creek branch,		50,298	05
Rockland Mill branch,		22,524	39
Christiana Avenue branch,		22,082	14
Kentmere branch,		90,578	26
Water Street branch,		18,561	30
South Walnut Street branch,		12,856	54
Equipment rolling stock,		169,649	72
Equipment office and station furniture,		3,305	38
Real estate,		45,177	99
Depots and buildings,		45,475	72
Engine-houses and turn-tables,		9,995	39
Stationary machinery,		4,934	58
Telegraph line,		3,765	50
Water stations,		3,613	16
Materials,		11,325	52
Tools,		7,952	86
Cash,		11,985	64
Due by agents,	$29,466 95		
Due by telegraph operators,	117 57		
Due by United States Post-Office Department,	889 52		
Due by sundry railroad companies,	10,871 21		
Kentmere branch bonds,	1,500 00		
		42,845	25
		$1,885,332	95

LIABILITIES.

Capital stock to January 1, 1886, (25,561 shares,)		$1,278,050	00
Delaware River Extension bonds, registered,		100,000	00
French Creek branch bonds, coupon,		27,100	00
Rockland Mill branch bonds, coupon,		8,500	00
Kentmere branch bonds, registered,		89,500	00
Bond and mortgage account,		15,500	00
Due sundry railroads, &c.,	$26,778 38		
Due sundry vouchers,	19,540 93		
Due Commonwealth of Pennsylvania, State taxes,	1,834 00		
		48,153	31
Profit and loss,		318,529	64
		$1,885,332	95

Wind Gap and Delaware.

Year ending December 31, 1885.

Officers.	Residences.
F. C. Yarnall, President,	Philadelphia.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia.

Directors.	Residences.
J. S. Harris,	Philadelphia.
Edward Lewis,	Philadelphia.
S. Shepherd,	Philadelphia.
E. Hill,	Philadelphia.
E. W. Clark, Jr.,	Philadelphia.
C. F. Howell,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pen Argyl to Stroudsburg,	17	17
Length of single main track,	4	4
Branches.		
Bangor branch, Length of road,	5	5
Bangor branch, Length of single track,	5	5

ASSETS.

Construction account,	$65,697	32
	$65,697	32

LIABILITIES.

Capital stock paid in,	$50,000	00
Due the Lehigh Coal and Navigation Company,	15,697	32
	$65,697	32

York and Peach Bottom.

Year ending December 31, 1885.

Officers.	Residences.
Charles R. McConkey, President,	Peach Bottom, Pa.
Frank G. Metzger, Secretary,	York, Pa.
E. G. Smyser, Treasurer,	York, Pa.
W. F. Bay Stewart, General Solicitor,	York, Pa.
S. M. Manifold, General Superintendent,	York, Pa.

General offices at York, Pa.

Directors.	Residences.
George S. Billmeyer,	York, Pa.
John Humphrey,	West Bangor, Pa.
Harry Keyser,	Muddy Creek Forks, Pa.
Michael Schall,	York, Pa.
John H. Small,	York, Pa.
Edward G. Smyser,	York, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from York to Peach Bottom,	40	40

ASSETS.

Cost of road and equipment,	$570,240	69
Material on hand as per inventory,	3,628	01
Cash on hand,	2,098	74
Uncollected account,	2,739	54
	$578,706	98
LIABILITIES.		
Capital stock,	$249,250	00
Funded debt,	240,250	00
Unfunded debt,	84,982	22
Bills unpaid,	5,218	18
	$579,700	40

Youghiogheny and Elizabeth.

Year ending December 31, 1885.

Officers.	Residences.
C. C. Johnson, President,	Meadville, Pa.
John V. Richards, Vice President,	Erie, Pa.
C. A. W. Taylor, Secretary and Treasurer,	Erie, Pa.
James Matthews, General Superintendent,	Erie, Pa.

Directors.	Residences.
C. C. Johnson,	Meadville, Pa.
John V. Richards,	Erie, Pa.
Charles H. Strong,	Erie, Pa.
James Matthews,	Erie, Pa.
C. A. W. Taylor,	Erie, Pa.
W. H. Gillespie,	Pittsburgh, Pa.
N. W. Johnson,	New York.

ASSETS.

Stock subscriptions unpaid,	$45,000	00
Construction work,	2,347	77
Cash,	2,652	23
	$50,000	00
LIABILITIES.		
Capital stock,	$50,000	00
	$50,000	00

Youghiogheny Northern.

Year ending December 31, 1885.

Officers.	Residences.
Thomas Mellon, President,	Pittsburgh, Pa.
W. F. McCook, Secretary and General Solicitor,	Swissvale, Pa.
A. M. Thorne, Treasurer,	Pittsburgh, Pa.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

Directors.	Residences.
Thomas Mellon,	Pittsburgh, Pa.
H. C. Frick,	Pittsburgh, Pa.
E. M. Ferguson,	Pittsburgh, Pa.
Walton Ferguson,	Pittsburgh, Pa.
John Walker,	Allegheny, Pa.
Thomas M. Carnegie,	Pittsburgh, Pa.
George Lander,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Broad Ford to Summit,	$2\frac{333}{5280}$	$2\frac{333}{5280}$

ASSETS.

Rights of way and construction,	$400,000	00
LIABILITIES.		
Capital stock,	$400,000	00

PASSENGER RAILWAY REPORTS.

PASSENGER RAILWAY REPORTS.

Allentown.

Year ending October 31, 1885.

Officers.	Residences.
Samuel Lewis, President,	Allentown, Pa.
Joseph E. Balliet, Secretary and Treasurer,	Allentown, Pa.
Edwin Yeager, General Superintendent,	Allentown, Pa.

General offices at Allentown, Pa.

Directors.	Residences.
Samuel Lewis,	Allentown, Pa.
William Saeger,	Allentown, Pa.
John D. Stiles,	Allentown, Pa.
Charles W. Cooper,	Allentown, Pa.
Reuben P. Steckel,	Allentown, Pa.

ASSETS.

Construction,	$24,992	04
Coach line,	1,952	50
Car account,	7,120	57
Live stock,	4,128	75
Real estate,	18,063	11
Tool account,	148	71
Harness,	366	77
Furniture,	15	00
Cash,	715	20
	$57,502	65

LIABILITIES.

Stock,	$45,260	00
Bills payable,	1,000	00
Mortgage payable,	10,000	00
Profit and loss,	1,242	65
	$57,502	65

Beaver Valley.

Six months ending December 31, 1885.

Officers.	Residences.
M. L. Knight, President,	Beaver Falls, Pa.
Jacob Weyand, Vice President,	Beaver, Pa.
J. F. Merriman, Secretary and Treasurer,	Beaver Falls, Pa.
L. Richardson, General Superintendent,	Beaver Falls, Pa.

Directors.	Residences.
Hon. Henry Hice,	Beaver, Pa.
Col. J. Weyand,	Beaver, Pa.
John Reeves,	Beaver Falls, Pa.
James M. May,	Beaver Falls, Pa.
H. W. Reeves,	Beaver Falls, Pa.
George W. Coates,	Beaver Falls, Pa.
M. L. Knight,	Beaver Falls, Pa.

ASSETS.

Construction and equipment,	$30,554	22
Materials on hand,	278	00
Profits,	1,500	00
	$32,332	22

LIABILITIES.

Capital stock,	$15,000	00
Funded debt,	5,500	00
Unfunded debt,	7,500	00
Individual debt,	441	00
Dividends,	450	00
	$28,891	00

Bradford and Kendall.

Year ending December 31, 1885.

Officers.	Residences.
James Broder, President,	Bradford, Pa.
George H. Moon, Secretary,	Bradford, Pa.
E. Parsons, Treasurer, General Manager, and General Superintendent,	Bradford, Pa.

Directors.	Residences.
James Broder,	Bradford, Pa.
Enos Parsons,	Bradford, Pa.
N. B. Parsons,	Bradford, Pa.
E. R. Perkins,	Bradford, Pa.
George R. Wetmore,	Warren, Pa.

ASSETS.

Construction account,	$12,595 84		
Expenses, sundry,	18,555 87		
Property account,	4,968 57		
Dividends paid,	8,952 00		
		$45,072	28
Cash on hand,		1,174	06
		$46,246	34
LIABILITIES.			
Capital stock,		$12,000	00
Stock authorized by vote,		100	00
Receipts of road,		34,146	34
		$46,246	34

Braddock and Turtle Creek.

Year ending December 31, 1885.

Officers.	Residences.
David Mackey, President,	Turtle Creek, Allegheny county.
Watkin Y. Williams, Secretary,	Braddock, Allegheny county.

Directors.	Residences.
Watkin Y. Williams,	Braddock, Allegheny county.
G. T. E. Stamets,	Braddock, Allegheny county.
Thomas McDonald,	Braddock, Allegheny county.
W. H. Simmons,	Turtle Creek, Allegheny county.

Central.

Year ending December 31, 1885.

Officers.	Residences.
George I. Whitney, President,	Pittsburgh, Pa.
F. L. Stephenson, Secretary and Treasurer,	Allegheny City.
R. G. Herron, General Superintendent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
George I. Whitney,	Pittsburgh, Pa.
L. H. Williams,	Allegheny co.
R. K. Wilson,	Allegheny co.
F. L. Stephenson,	Allegheny City.
Jesse H. Lippincott,	New York city.
James H. Reed,	Pittsburgh, Pa.
R. G. Herron,	Pittsburgh, Pa.

ASSETS.

Construction,	$96,822	16
Equipment,	41,426	55
Profit and loss,	1,876	19
	$140,124	90

LIABILITIES.

Capital stock,	$100,000	00
Funded debt,	19,000	00
Unfunded debt,	21,124	90
	$140,124	90

Chester Street.

Year ending December 31, 1885.

Officers.	Residences.
Richard Peters, junior, President,	Thurlow, Pa.
Hugh Shaw, Vice President,	Chester, Pa.
E. Mitchell Cornell, Secretary and Manager,	Chester, Pa.
Samuel A. Dyer, Treasurer,	Chester, Pa.

General offices at Chester, Pa.

Directors.	Residences.
William Appleby,	Chester, Pa.
J. Frank Black,	Chester, Pa.
William S. Blakeley,	Chester, Pa.
Samuel A. Dyer,	Chester, Pa.
Thomas J. Houston,	Chester, Pa.
George B. Lindsay,	Chester, Pa.
Richard Peters, junior,	Thurlow, Pa.
Hugh Shaw,	Chester, Pa.
F. W. Thomas,	Chester, Pa.
Robert Wetherill,	Chester, Pa.
Richard Wetherill,	Chester, Pa.

ASSETS.

Construction—real estate,	$17,689 74		
roadway,	47,576 99		
equipment,	75,540 57		
		$90,807	30
Cash,		6,443	82
		$97,251	12

LIABILITIES.

Capital stock,	$80,000	00
Profit and loss,	17,251	12
	$97,251	12

Citizens'.

Year ending December 31, 1885.

Officers.	Residences.
John McCarthy, President,	Philadelphia.
John Q. Adams, Secretary and Treasurer,	Philadelphia.
Samuel Clime, General Superintendent,	Philadelphia.

General offices at north-west corner Twelfth and Susquehanna avenue, Philadelphia.

Directors.	Residences.
Charles E. Ellis,	Philadelphia.
John H. McIlwain,	Philadelphia.
Charles T. Colladay,	Philadelphia.
Richard M. Hartley,	Philadelphia.
Bolton Winpenny,	Philadelphia.

ASSETS.

Construction, equipment, and real estate,	$500,211	14
Surplus fund,	55,475	26
	$555,686	40

LIABILITIES.

Capital stock,	$192,500	00
Surplus, reserve, and profit and loss, all of which, except $55,475 26, has been expended in construction, equipment, and real estate,	363,186	40
	$555,686	40

Citizens'.

Year ending October 31, 1885.

Officers.	Residences.
John G. Holmes, President,	Pittsburgh, Pa.
C. M. Gormley, Secretary,	Pittsburgh, Pa.
James J. Donnell, Treasurer,	Pittsburgh, Pa.
Murry A. Verner, General Superintendent,	Pittsburgh, Pa.

Directors.	Residences.
James Verner,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
William R. Holmes,	Pittsburgh, Pa.
James J. Donnell,	Pittsburgh, Pa.
John G. Holmes,	Pittsburgh, Pa.

ASSETS.

Construction,	$157,648	11
Equipment,	68,730	00
Real estate,	116,083	34
Sharpsburg and Lawrenceville Bridge Company stock,	2,200	00
Cash balance,	1,372	96
Materials on hand,	1,364	16
Miscellaneous,	1,414	12
	$348,812	69

LIABILITIES.

Capital stock,	$200,000	00
Bonds,	50,000	00
Mortgages,	12,000	00
Bills payable,	15,000	00
Book accounts,	1,981	50
Surplus fund,	69,831	19
	$348,812	69

City.

Year ending December 31, 1885.

Officers.	Residences.
John P. Levan, President,	Altoona, Pa.
L. B. Reifsneider, Secretary and Treasurer,	Altoona, Pa.
John J. Buch, Superintendent,	Altoona, Pa.
A. J. Riley, Solicitor,	Altoona, Pa.

Directors.	Residences.
John P. Levan,	Altoona, Pa.
D. K. Ramey,	Altoona, Pa.
A. J. Anderson,	Altoona, Pa.
G. A. McCormick,	Altoona, Pa.
David Koch,	Altoona, Pa.
Andrew Kipple,	Altoona, Pa.
James Lowther,	Bellwood, Pa.
Samuel S. Blair,	Tyrone, Pa.
H. S. Frank,	Philadelphia, Pa.

ASSETS.

Construction,	$45,754	63
Equipment,	22,245	37
Corn, hay, and bran,	508	00
Coal, salt, oil, etc.,	88	00
Wheels, axles, castings, etc.,	542	00
	$69,138	00

LIABILITIES.

Capital stock,	$68,000	00
Liabilities, current expenses,	338	00
Loans,	800	00
	$69,138	00

Coalville.

Year ending November 30, 1885.

Officers.	Residences.
Charles A. Miner, President,	Wilkes-Barre, Pa.
George Loveland, Secretary and Treasurer,	Wilkes-Barre, Pa.
A. S. Orr, General Superintendent,	Wilkes-Barre, Pa.

Directors.	Residences.
Charles A. Miner,	Wilkes-Barre, Pa.
Elias Robins,	Wilkes-Barre, Pa.
John G. Wood,	Wilkes-Barre, Pa.
George W. Kirkendall,	Wilkes-Barre, Pa.
Isaac M. Thomas,	Wilkes-Barre, Pa.

ASSETS.

Construction,	$38,348 76		
Equipment,	8,568 25		
		$46,917	01
Real estate. (cost of,)		27,049	81
Interest dividends in 1870, 1871, and 1872,		6,211	48
Inventory of articles not included in above,		250	00
Cash in bank.		74	31
Cash in hands of an employé,		540	02
		$81,042	63

LIABILITIES.

Capital stock,	$62,675	00
Balance due on mortgage,	12,500	00
Floating debt,	254	87
Profit and loss,	5,612	76
	$81,042	63

Continental.

Year ending December 31, 1885.

Officers.	Residences.
William L. Elkins, President,	Philadelphia.
John B. Peddle, Secretary and Treasurer,	Philadelphia.

General offices at No. 423 Walnut street, Philadelphia.

Directors.	Residences.
P. A. B. Widener,	Philadelphia.
Clay Kemble,	Philadelphia.
George W. Elkins,	Philadelphia.
William J. Elliott,	Philadelphia.
George D. Widener,	Philadelphia.

Easton and South Easton.

Year ending December 31, 1885.

Officers.	Residences.
H. A. Sage, President,	Easton, Pa.
H. W. Cooley, Secretary and Treasurer,	Easton, Pa.
Elisha Burwell, General Superintendent,	South Easton, Pa.

General offices at 348 Northampton street, Easton, Pa.

Directors.	Residences.
Charles Seitz,	Easton, Pa.
Charles Stewart,	Easton, Pa.
J. H. Holt,	Easton, Pa.
John N. Hutchinson,	Easton, Pa.
John I. Kinsey,	South Easton, Pa.
Gamble Young,	South Easton, Pa.
Peter S. Beidler,	South Easton, Pa.

ASSETS.

Construction and equipment account,	$25,962	50
Hay and feed on hand,	100	00
Lamps, oil, and stable fixtures,	100	00
Cash,	21	26
Profit and loss,	15,877	79
	$42,061	55
LIABILITIES.		
Capital stock,	$29,562	50
Floating debt,	12,499	05
	$42,061	55

Empire.

Year ending December 31, 1885.

Officers.	Residences.
James McManes, President,	Philadelphia.
John Q. Adams, Secretary and Treasurer,	Philadelphia.

General offices at north-west corner Twelfth and Susquehanna avenue, Philadelphia.

Directors.	Residences.
Frank H. Ellis,	Philadelphia.
John McCarthy,	Philadelphia.
Collins W. Walton,	Philadelphia.
P. A. B. Widener,	Philadelphia.
W. H. Kemble,	Philadelphia.

Erie City.

Year ending December 31, 1885.

Officers.	Residences.
W. W. Reed, President,	Erie, Pa.
W. A. Demorest, Secretary,	Erie, Pa.
William Spencer, Treasurer,	Erie, Pa.
Jacob Berst, General Manager and General Superintendent,	Erie, Pa.

Directors.	Residences.
August Jarecki,	Erie, Pa.
John Berst,	Erie, Pa.
Jacob Berst,	Erie, Pa.
Titus Berst,	Erie, Pa.
H. L. Berst,	Erie, Pa.
Hiram Janes,	Erie, Pa.
F. T. Bailey,	Erie, Pa.

Federal Street and Pleasant Valley.

Year ending December 31, 1885.

Officers.	Residences.
William McCreery, President,	Allegheny City, Pa.
R. F. Ramsey, Secretary,	Allegheny City, Pa.
James Boyle, Treasurer,	Allegheny City, Pa.
William J. Crozier, General Manager,	Allegheny City, Pa.

General offices at 127 Taggart street, Allegheny, Pa.

Directors.	Residences.
R. H. King,	Allegheny, Pa.
W. H. Graham,	Allegheny, Pa.
D. F. Henry,	Allegheny, Pa.
J. P. Speer,	Allegheny, Pa.
Frank Rahn,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
R. K. Wilson,	Leetsdale, Allegheny county, Pa.
William Roseburg,	Bellevue, Allegheny county, Pa.

ASSETS.

Construction,	$85,000	00
Equipment,	55,000	00
Real estate,	35,000	00
Extension of way,	1,027	00
Cash,	16,921	24
Personal accounts,	26,716	53
Office change,	400	00
	$220,064	77

LIABILITIES.

Capital stock,	$100,000	00
Bonds,	75,000	00
Unclaimed dividends,	464	53
Coupons,	306	52
Right of way,	18,181	56
Surplus,	26,112	16
	$220,064	77

Frankford and Southwark.

Year ending December 31, 1885.

Officers.	Residences.
Henry Geiger, President,	Philadelphia, Pa.
George S. Gandy, Secretary and Treasurer,	Philadelphia, Pa.
W. H. Janney, General Superintendent,	Philadelphia, Pa.

Directors.	Residences.
Edward S. Handy,	Philadelphia, Pa.
John Noblit,	Philadelphia, Pa.
Daniel Haddock, Jr.,	Philadelphia, Pa.
Thomas McClary,	Wilmington, Del.
William V. McGrath,	Philadelphia, Pa.
Alfred Smith,	Philadelphia, Pa.
Jer. J. Sullivan,	Philadelphia, Pa.
Frank Weckerly,	Philadelphia, Pa.
Edgar Fries,	Philadelphia, Pa.
James H. Gay,	Philadelphia, Pa.
Charles S. Lincoln,	Philadelphia, Pa.
Moses W. Lipper,	Philadelphia, Pa.

ASSETS.

Construction and equipment,	$987,105	45
Accounts receivable,	647	97
Supplies on hand,	11,639	71
Sinking fund investments,	23,000	00
Cash balance,	96,581	66
	$1,118,974	79

LIABILITIES.

Capital stock,	$750,000	00
Mortgage bonds,	102,000	00
Accounts payable,	2,216	57
Earnings appropriated to construction, equipment, and supplies,	264,758	22
	$1,118,974	79

Germantown.

Year ending December 31, 1885.

Officers.	Residences.
John B. Parsons, President,	Philadelphia.
Robert H. Park, Secretary,	Philadelphia.
John C. Dessalet, Treasurer,	Philadelphia.

Directors.	Residences.
John B. Parsons,	Philadelphia.
William H. Shelmerdine,	Philadelphia.
Robert N. Carson,	Philadelphia.
Edward Samuel,	Philadelphia.
Howard A. Stevenson,	Philadelphia.

Green and Coates Streets.

Year ending December 31, 1885.

Officers.	Residences.
J. Hays Carson, President,	Philadelphia.
Lewis S. Renshaw, Secretary and Treasurer,	Philadelphia.

General offices at Real Estate Title Insurance and Trust Company, Philadelphia.

Directors.	Residences.
James McManes,	Philadelphia.
Meyer Siedenbach,	Philadelphia.
Phineas Fries,	Philadelphia.
Moses A. Dropsie,	Philadelphia.
William Dulles,	Philadelphia.
Charles J. Walton,	Philadelphia.
William Cochran,	Philadelphia.
Clarence S. Kates,	Philadelphia.
John Dickey,	Philadelphia.
James F. Sullivan,	Philadelphia.
Oliver Hopkinson,	Philadelphia.
Alfred Horner,	Philadelphia.

Harrisburg City.

Year ending December 31, 1885.

Officers.	Residences.
Henry A. Keiker, President,	Harrisburg, Pa.
Daniel Eppley, Vice President,	Harrisburg, Pa.
John T. Ensminger, Secretary,	Harrisburg, Pa.
Rudolph F. Keiker, Treasurer,	Harrisburg, Pa.
Samuel B. Reed, Superintendent,	Harrisburg, Pa

General office at 27 South Second street, Harrisburg, Pa.

Directors.	Residences.
Henry A. Kelker,	Harrisburg, Pa.
Daniel Eppley,	Harrisburg, Pa.
John T. Ensminger,	Harrisburg, Pa.
Rudolph F. Kelker,	Harrisburg, Pa.
William K. Cowden,	Harrisburg, Pa.
John Whitman,	Harrisburg, Pa.
J. G. M. Bay,	Harrisburg, Pa.
Alexander Roberts,	Harrisburg, Pa.
David Fleming,	Harrisburg, Pa.
George W. Reily, M. D.,	Harrisburg, Pa.
William R. Gorgas,	Harrisburg, Pa.
William K. Alricks,	Harrisburg, Pa.

ASSETS.

Construction,	$52,772 34		
Equipment,	46,095 42		
		$98,867	76
Hay and feed,		1,100	00
Cash on hand close of business, December 31, 1885,		7,336	59
		$107,304	35

LIABILITIES.

Capital stock paid up,	$62,500	00
Liabilities for current expenses, say	100	00
Unfunded debt, being temporary loan from Harrisburg National Bank, incurred for construction of additional track and equipment of same and purchase of a lot of ground for additional car-house,	30,000	00
Balance,	14,704	35
	$107,304	35

Hestonville, Mantua and Fairmount.

Year ending December 31, 1885.

Officers.	Residences.
Charles H. Lafferty, President,	Philadelphia.
Daniel Glackin, Vice President,	Philadelphia.
W. C. Foster, Secretary and Treasurer,	Philadelphia.

General offices at 4300 Lancaster avenue, Philadelphia.

Directors.	Residences.
John Keller,	Lancaster.
Levi N. Wagner,	Philadelphia.
John R. Griffith,	Philadelphia.
Henry Donahue,	Philadelphia.
Daniel Glackin,	Philadelphia.

ASSETS.

Construction,	$403,996	06
Equipment,	137,388	50
Real estate,	319,111	74
International Exhibition stock,	9,810	00
Ground rent,	1,000	00
City of Philadelphia,	500	00
Real estate improvements,	68,866	69
Bills receivable,	275	00
Cash,	10,328	12
	$956,276	11

LIABILITIES.		
Capital stock,	$299,381	56
Race and Vine streets bonded debt,	124,500	00
Hestonville first mortgage, new account,	300,000	00
Hestonville second mortgage,	75,000	00
Hestonville first mortgage,	600	00
Bonds and mortgages on real estate,	97,999	99
Bills payable,	26,204	00
Hestonville first mortgage coupons,	367	50
Race and Vine streets coupons,	80	00
Dividends,	698	45
Hestonville first mortgage coupons, new account,	270	00
Conductors' deposits,	2,075	00
Driver's deposits,	47	00
Profit and loss,	29,052	81
	$956,276	11

Johnstown.

Year ending December 31, 1885.

Officers.	Residences.
James McMillen, President,	Johnstown, Pa.
B. L. Yeagley, Secretary,	Johnstown, Pa.
W. H. Rosensteel, junior, Treasurer,	Johnstown, Pa.
D. J. Duncan, General Superintendent,	Johnstown, Pa.

General offices at Johnstown, Pa.

Directors.	Residences.
James McMillen,	Johnstown, Pa.
W. H. Rosensteel, senior,	Johnstown, Pa.
Jacob Tend,	Johnstown, Pa.
Alexander Kennedy,	Johnstown, Pa.
Herman Baumer,	Johnstown, Pa.
Charles F. Kress,	Johnstown, Pa.
Andrew Foster,	Johnstown, Pa.

ASSETS.

Construction and equipment,	$101,307	04
Material and supplies,	1,470	27
Cash,	4,040	19
	$106,817	50

LIABILITIES.

Capital stock,	$100,000	00
Earnings appropriated to construction,	2,777	31
Surplus,	4,040	19
	$106,817	50

Lancaster City.

Year ending December 31, 1885.

Officers.	Residences.
John T. MacGonigle, President,	Lancaster, Pa.
Jacob B. Long, Secretary,	Lancaster, Pa.
William D. Sprecher, Treasurer,	Lancaster, Pa.
J. H. Baumgardner, General Manager,	Lancaster, Pa.

General offices at Lancaster, Pa.

Directors.	Residences.
B. J. McGrann,	Lancaster, Pa.
W. D. Sprecher,	Lancaster, Pa.
J. T. MacGonigle,	Lancaster, Pa.
Levi Sensenig,	Lancaster, Pa.
Elias McMellen,	Lancaster, Pa.
Byron G. Dodge,	Lancaster, Pa.
J. H. Baumgardner,	Lancaster, Pa.

ASSETS.

Construction,	$3,211	71
Equipment,	4,240	58
Real estate,	1,300	00
Cash on hand,	89	49
Profit and loss,	558	22
	$12,400	00

LIABILITIES.

Capital stock,	$10,000	00
Unfunded debt,	2,200	00
Unsettled accounts,	200	00
	$12,400	00

Lancaster and Millersville.

Year ending January 31, 1886.

Officers.	Residences.
John C. Hager, President,	Lancaster city.
Henry S. Shirk, Vice President,	Lancaster city.
Charles Denues, Secretary and Treasurer,	——

General offices at Lancaster city.

Directors.	Residences.
John C. Hager,	Lancaster city.
Henry S. Shirk,	Lancaster city.
Michael Reily,	Lancaster city.
Samuel Bausman,	Lancaster township.
Jacob M. Frantz,	Lancaster township.
Jacob G. Peters,	Lancaster city.
Andrew M. Frantz,	Lancaster city.
Jacob H. Landis,	Millersville.
John McCalla,	Millersville.

ASSETS.

Cost of original road-bed,	$38,000	00
Cost of extension of road,	2,191	42
Rolling stock, horses, cars, &c.,	3,633	35
Real estate, depot, &c.,	4,000	00
	$47,824	77
LIABILITIES.		
Capital stock,	$40,000	00
Promissory note,	500	00
	$40,500	00

Lehigh Avenue.

Year ending December 31, 1885.

Officers.	Residences.
John Lamon, President,	1537 Columbia avenue.
William L. Elkins, Vice President,	423 Walnut street.
Charles A. Porter, Secretary,	1920 North Thirteenth street.
John L. Hill, Treasurer,	329 Walnut street.

Directors.	Residences.
John Lamon,	1537 Columbia avenue.
William L. Elkins,	423 Walnut street.
Charles A. Porter,	1920 North Thirteenth street.
John L. Hill,	329 Walnut street.
John McCullough,	1460 Cherry street.
Robert C. Titternary,	1331 Mastor street.

Lombard and South Street.

Year ending October 31, 1885.

Officers.	Residences.
John B. Parsons, President,	Philadelphia.
Francis Hazlehurst, Secretary and Treasurer,	Philadelphia.
John M. Gaughen, General Superintendent,	Philadelphia.

General offices at 2509 South street, Philadelphia.

Directors.	Residences.
Robert N. Carson,	Philadelphia.
William H. Shelmerdiue,	Philadelphia.
Edward Samuel,	Philadelphia.
Howard A. Stevenson,	Philadelphia.
William Rotch Wistar,	Philadelphia.

ASSETS.

Cash,	$6,246	02
Construction,	541,043	82
Equipment,	48,602	74
Real estate,	82,015	09
	$677,907	67

LIABILITIES.

Capital stock,	$299,005	50
Five per cent. bonds,	150,000	00
Seven per cent. bonds,	6,400	00
Mortgages and ground rents,	18,010	00
Loans,	5,000	00
Sundry accounts,	4,993	22
Conductors' and drivers' deposits,	1,015	00
Profit and loss,	193,483	95
	$677,907	67

Norristown.

Year ending December 31, 1885.

Officers.	Residences.
Jacob M. Cowden, President and General Manager,	Norristown, Pa.
Harrison M. Lutz, Vice President,	Norristown, Pa.
Eugene D. Egbert, Secretary,	Norristown, Pa.
Norman Egbert, Treasurer and General Superintendent,	Norristown, Pa.

Directors.	Residences.
Jacob M. Cowden,	Norristown, Pa.
William R. Pechin,	Norristown, Pa.
Samuel Lewis,	Norristown, Pa.
Henry Freedley,	Norristown, Pa.
Harrison M. Lutz,	Norristown, Pa.
J. Cloud Smith,	Norristown, Pa.
Nathan Schultz,	Norristown, Pa.
George F. Coleman,	Norristown, Pa.
A. W. Geiger,	Norristown, Pa.
Morgan R. Wills,	Norristown, Pa.
Philip Quillman,	Nerristown, Pa.
Joseph Blackfan,	Norristown, Pa.

ASSETS.

Cost of roadway, (including $1,429 25 unused materials stored at company's yard,)	$10,750	93
Equipment,	3,230	65
Real estate,	1,792	40
Wages,	1,145	15
Feed,	936	69
Shoeing,	153	50
Sundry expenses,	186	08
	$18,195	40

LIABILITIES.		
Capital stock,	$15,350	00
Earnings,	2,168	43
Outstanding tickets sold,	60	05
Cash,	616	92
	$18,195	40

People's.

Year ending December 31, 1885.

Officers.	Residences.
John B. Parsons, President,	Philadelphia.
John C. Dessalet, Secretary and Treasurer,	Philadelphia.
G. W. Appleton, Auditor,	Philadelphia.

Directors.	Residences.
John B. Parsons,	Philadelphia.
Robert N. Carson,	Philadelphia.
William H. Shelmerdine,	Philadelphia.
Edward Samuel,	Philadelphia.
Howard A. Stevenson,	Philadelphia.

ASSETS.

Construction and equipment,	$351,431	75
Real estate,	9,833	33
Guarantee Trust and Safe Deposit Company, trust deposits,	52,925	00
Real Estate Title Insurance and Trust Company, trust deposits,	50,000	00
Germantown Passenger Railway Company, stock held,	901,949	23
Gregg & Snyder,	4,467	68
Suspense account,	89,777	04
Supplies charged 1886,	8,661	60
Cash in treasury,	13,609	58
Profit and loss,	957,696	02
	$2,440,351	23

LIABILITIES.

Capital stock:		
Common, 60,000 shares, carried at	$740,000	00
Preferred, 30,000 shares, carried at	120,000	00
(All liability on account of the alleged preferred stock is denied.)		
Funded debt,	718,000	00
Floating debt,	862,351	23
	$2,440,351	23

People's Street.

Year ending October 31, 1885.

Officers.	Residences.
William Matthews, President, General Manager, and General Superintendent,	Scranton.
J. C. Platt, Secretary and Treasurer,	Scranton.

General offices as Scranton, Lackawanna county, Pa.

Directors.	Residences.
William Matthews,	Scranton.
James Blair,	Scranton.
J. C. Platt,	Scranton.
William Connell,	Scranton.
William W. Scranton,	Scranton.
William R. Storrs,	Scranton.
William W. Winton,	Scranton.
George Sanderson,	Scranton.
John B. Smith,	Dunmore.

ASSETS.

Construction,	$139,280	08
Real estate,	16,637	74
Cars and vehicles,	6,825	00
Horses,	8,875	00
Harness,	180	00
Trustee of treasury stock,	1,300	00
Cash,	2,068	04
	$174,665	86

LIABILITIES.

Capital stock,	$150,000	00
Bonds,	20,000	00
Accounts payable,	950	57
Profit and loss,	3,715	29
	$174,665	86

Perkiomen Avenue.

Year ending December 31, 1885.

Officers.	Residences.
Charles Breneiser, President,	Reading, Pa.
Isaac Hiester, Secretary and Treasurer,	Reading, Pa.
John B. Houp, General Superintendent,	Reading, Pa.

General offices at Reading, Pa.

Directors.	Residences.
William D. Althouse,	Philadelphia, Pa.
George W. Bard,	Reading, Pa.
Edward T. Clymer,	Reading, Pa.
Aaron H. Doukle,	Reading, Pa.
Isaac Hiester,	Reading, Pa.
David Keiser,	Reading, Pa.

ASSETS.

Real estate,	$2,390	00
Road and railway,	57,699	53
Stable and office building,	3,337	93
Track construction,	3,855	59
Car-house,	1,655	29
Equipment,	27,865	41
Cash,	70	36
	$96,874	11

LIABILITIES.

Capital stock,	$40,000	00
Surplus,	38,937	41
Profit and loss,	17,936	70
	$96,874	11

Philadelphia City.

Year ending December 31, 1885.

Officers.	Residences.
William W. Colket, President,	Philadelphia.
T. W. Pennypacker, Secretary and Treasurer,	Philadelphia.

Directors.	Residences.
Winfield S. Wilson,	Chester Valley.
William Cochran,	Philadelphia.
John Markoe,	Philadelphia.
John M. Chestnut,	Philadelphia.
Collins W. Walton,	Philadelphia.
John A. Brown, Jr.,	Philadelphia.

ASSETS.

Construction,	$650,748	38
Equipment,	225,094	50
Cash,	71,312	68
	$947,155	56

LIABILITIES.

Capital stock,	$475,000	00
Mortgage bonds,	200,000	00
Debenture bonds,	100,000	00
Mortgage bonds, Philadelphia and Darby Railway Company,	43,000	00
Unclaimed dividends and interest,	1,390	16
Profit and loss,	127,765	40
	$947,155	56

Philadelphia and Darby.

Year ending December 31, 1885.

Officers.	Residences.
Charles L. Borie, President,	Philadelphia.
William W. Colket, Secretary and Treasurer,	Philadelphia.

General offices at 202 Walnut Place, Philadelphia, Pa.

Directors.	Residences.
M. Hall Stanton,	Philadelphia.
Collins W. Walton,	Philadelphia.
A. L. Bonnaffon,	Philadelphia.
William W. Colket,	Philadelphia.
Thomas U. Walker,	Chester Valley.
Christian W. Kunkel,	Philadelphia.

Philadelphia and Gray's Ferry.

Year ending December 31, 1885.

Officers.	Residences.
Matthew Brooks, President,	Philadelphia.
J. Crawford Dawes, Secretary and Treasurer,	Philadelphia.
Patrick Lovett, General Superintendent,	Philadelphia.

General offices at Thirty-Sixth street and Gray's Ferry road.

Directors.	Residences.
J. Hicks Conrad,	Philadelphia.
Arthur H. Craige,	Philadelphia.
Richard Dale,	Philadelphia.
William Dulles,	Philadelphia.
Oliver Hopkinson,	Philadelphia.
James McManes,	Philadelphia.

ASSETS.

Road and equipments,	$276,776	53
Schuylkill river passenger railway stock,	49,050	00
Over-issued stock,	10,000	00
Trade dollars,	590	00
Cash,	24,580	38
	$360,996	91

LIABILITIES.

Capital stock,	$309,207	00
Bonds and mortgages,	28,500	00
Dividends, 9, 10, 13, and 15,	45	87
Profit and loss,	23,244	04
	$360,996	91

Philadelphia Traction.

Year ending December 31, 1885.

Officers.	Residences.
William H. Kemble, President,	Philadelphia.
Peter A. B. Widener, First Vice President,	Philadelphia.
William L. Elkins, Second Vice President,	Philadelphia.
D. W. Dickson, Secretary and Treasurer,	Philadelphia.
James T. Gorman, General Superintendent,	Philadelphia.

General offices at north-west corner of Forty-first and Haverford streets.

Directors.	Residences.
William H. Kemble,	Philadelphia.
Peter A. B. Widener,	Philadelphia.
William L. Elkins,	Philadelphia.
Thomas Dolan,	Philadelphia.
James McManes,	Philadelphia.
Joseph B. Altemus,	Philadelphia.

Pittsburgh, Allegheny and Manchester.

Year ending December 31, 1885.

Officers.	Residences.
Charles Atwell, President,	Sewickley.
Charles Seibert, Secretary and Treasurer,	Pittsburgh.
J. C. Cotton, Superintendent,	Allegheny City.

General offices at Pittsburgh, Pa.

Directors.	Residences.
Charles Atwell,	Sewickley.
R. C. Gray,	Allegheny.
J. T. Speer,	Allegheny.
Edward Gregg,	Allegheny.
James S. McCord,	Pittsburgh.

ASSETS.

Construction,	$213,359	17
Equipment,	74,710	00
Real estate,	160,507	08
Furniture and fixtures,	625	00
Stocks,	90,350	00
Mortgages,	3,200	00
Due from individuals,	2,352	00
Due from corporations,	200	00
Cash on hand,	12,476	29
Profit and loss,	7,220	51
	$565,000	00

LIABILITIES.		
Capital stock,	$350,000	00
Funded debt,	205,000	00
Bills payable,	10,000	00
	$565,000	00

Pittsburgh and Birmingham.

Year ending November 2, 1885.

Officers.	Residences.
W. W. Patrick, President,	Pittsburgh.
D. F. Agnew, Secretary,	Pittsburgh.
John G. Holmes, Treasurer,	Pittsburgh.
John Deloury, General Superintendent,	Pittsburgh.

General offices at 1026 Liberty street, Pittsburgh, Pa.

Directors.	Residences.
W. W. Patrick,	Pittsburgh.
William M. Hersh,	Pittsburgh.
B. Wolff, Jr.,	Pittsburgh.
Charles I. Clark,	Pittsburgh.
Alexander Nimick,	Pittsburgh.

ASSETS.

Real estate,	$61,300	00
Construction,	127,000	00
Equipment,	40,730	00
Monongahela water stock,	425	00
Conductors' cash,	62	00
South Side Passenger Railway Company,	59,554	85
Cash, N. Holmes & Son,	3,766	10
	$292,837	95

LIABILITIES.

Bonds,	$75,000	00
Capital stock,	192,000	00
Bills payable,	9,000	00
Surplus, P. and L.,	16,837	95
	$292,837	95

Pittsburgh, Oakland and East Liberty.

Year ending December 31, 1885.

Officers.	Residences.
J. T. Gordon, President,	Pittsburgh, Pa.
J. G. Traggardh, Secretary,	Pittsburgh, Pa.
A. W. Mellon, Treasurer,	Pittsburgh, Pa.
H. M. Cherry, General Superintendent,	Pittsburgh, Pa.

Directors.	Residences.
J. T. Gordon,	Pittsburgh, Pa.
Thomas Mellon,	Pittsburgh, Pa.
A. W. Mellon,	Pittsburgh, Pa.
D. W. C. Bidwell,	Pittsburgh, Pa.
D. D. Bruce,	Pittsburgh, Pa.
H. M. Cherry,	Pittsburgh, Pa.
J. G. Traggardh,	Pittsburgh, Pa.

ASSETS.

Construction,	$129,349	10
Equipment,	60,758	73
Real estate,	40,536	89
Cash on hand,	6,897	48
Sundry bills receivable,	2,250	90
Sinking fund,	248	51
	$240,041	61

LIABILITIES.

Capital stock,	$150,000	00
Mortgage bonds,	87,000	00
Sundry debts,	1,614	84
Surplus,	1,426	77
	$240,041	61

Pittsburgh Union.

Year ending December 31, 1885.

Officers.	Residences.
Charles Atwell, President,	Sewickley.
Charles Seibert, Secretary,	Pittsburgh.
James J. Donnell, Treasurer,	Allegheny.
J. C. Cotton, Superintendent,	Allegheny.

General offices at Pittsburgh, Pa.

Directors.	Residences.
Charles Atwell,	Sewickley.
Edward Bindley,	Pittsburgh.
Walter P. Hansell,	Pittsburgh.
R. C. Wrenshall,	Pittsburgh.
F. M. Love,	Pittsburgh.
O. H. Allerton,	Pittsburgh.
R. C. Gray,	Allegheny.

ASSETS.

Construction,	$77,029	85
Equipment,	70,473	47
Real estate,	14,827	85
Stock,	612	50
Supplies on hand,	2,450	00
Cash,	2,417	70
Profit and loss,	21,396	97
	$189,208	34

LIABILITIES.

Capital stock,	$69,375	00
Funded debt,	100,000	00
Unfunded debt,	19,833	34
	$189,208	34

Pittsburgh and West End.

Year ending December 31, 1885.

Officers.	Residences.
John C. Reilly, President,	Pittsburgh.
James Callery, Vice President,	Allegheny City.
Thomas S. Biglow, Secretary,	Pittsburgh.
J. C. Reilly, Treasurer,	Pittsburgh.
W. J. Burns, General Manager and General Superintendent,	Pittsburgh.

General offices at Wabash avenue, Pittsburgh, Pa.

Directors.	Residences.
John C. Reilly,	Pittsburgh.
James Callery,	Allegheny.
Thomas S. Biglow,	Pittsburgh.
W. J. Burns,	Pittsburgh.

ASSETS.

Construction,	$36,229	22
Equipment,	22,355	02
Sundry accounts,	7,565	57
Cash on hand,	138	15
	$66,287	96

LIABILITIES.

Capital stock,	$36,060	14
Bonds,	16,000	00
Sundry accounts,	14,000	00
Profit and loss,	227	82
	$66,287	96

Pittston Street.

Year ending December 31, 1885.

Officers.	Residences.
Isaac Everitt, President, General Manager, and General Superintendent,	West Pittston, Pa.
Eugene W. Mulligan, Secretary,	Wilkes-Barre, Pa.
M. W. Morris, Treasurer,	Pittston, Pa.

General offices at Pittston, Pa.

Directors.	Residences.
Isaac Everitt,	Pittston, Pa.
M. W. Morris,	Pittston, Pa.
George B. Everitt,	Pittston, Pa.
James L. Morris,	Pittston, Pa.
Edward L. Mulligan,	Wilkes-Barre, Pa.
Eugene W. Mulligan,	Wilkes-Barre, Pa.

Reading City.

Year ending December 31, 1885.

Officers.	Residences.
B. F. Owen, President,	517 Court street and 545 Centre avenue.
James L. Douglas, Vice President,	211 South Fifth street.
Henry A. Muhlenberg, Secretary and Treasurer,	532 Washington and 200 North Fourth St.
John A. Rigg, General Superintendent,	517 Chestnut street.

Directors.	Residences.
Henry A. Muhlenberg,	532 Washington and 200 North Fourth St.
William A. Medlar,	215 North Sixth street.
Mathan Harbster,	417 South Fifth street.
Charles H. Scheaffer,	524 Washington street.
Albert Thalheimer,	105 North Eighth street.

ASSETS.

Construction account of the street railway,	$30,244 75		
Equipment account of the street railway,	16,978 39		
Total,		$47,223	14
Cost of real estate for stable, car-house, and adjoining lots $3,817 25; Minor street lot, 97 by 169 feet, $2,400. Total cost real estate,		6,217	25
Stable building, actual cost,		5,861	00
Car-house buildings, actual cost,		4,272	91
Cost of construction of new branch line about six squares in length, beginning at junction of Sixth street and Windsor street, thence along Windsor street to Centre avenue, and from thence to the main entrance,		3,377	52
Balance on hand December 31, 1885,		1,649	93
		$68,601	75

LIABILITIES.		
Capital stock, eight hundred and eleven (811) shares, at $50 per share.	$40,550	00
Funded debt, $12,000, first mortgage bonds secured on the property and franchises of the corporation; due in 1893, at the rate of five per cent. interest,	12,000	00
Purchase money, mortgage on additional lot of ground 97 x 169 feet, on Minor street, opposite stable buildings,	2,000	00
Unclaimed dividends,	205	00
The surplus fund in the hands of the treasurer, December 31, 1885,	1,649	93
Nine life tickets, redeemable after 5 years, $300,	2,700	00
A dividend of three (3) per cent, was declared January 6, 1886, payable in cash on and after that date; amount of dividend, $1,216 50; such dividend, with some slight exceptions, has since been paid to the stockholders out of such surplus fund,		
Profit and loss: Difference between assets and liabilities. This difference has been paid out of the cash earnings of the company, and is, therefore, a fair credit to profit and loss,	9,493	82
	$68,601	75

Ridge Avenue.

Year ending December 31, 1885.

Officers.	Residences.
E. B. Edwards, President,	Philadelphia.
John Lambert, Vice President,	Philadelphia.
William S. Blight, Secretary and Treasurer,	Philadelphia.
William Myers, General Superintendent,	Philadelphia.

Directors.	Residences.
William S. Grant,	Philadelphia.
William T. Carter,	Philadelphia.
Henry Norris,	Philadelphia.
Charles Thompson Jones,	Philadelphia.
R. A. F. Penrose, M. D,	Philadelphia.

ASSETS.

Construction,	$572,172	84
Ridge avenue stock,	11,803	49
Cash,	31,782	72
	$615,759	05

LIABILITIES.

Capital stock,	$420,000	00
Invested fund, (in depot, stable, offices, etc.,)	139,791	49
Profit and loss,	55,967	56
	$615,759	05

Schuylkill River.

Year ending December 31, 1885.

Officers.	Residences.
Oliver Hopkinson, President,	Philadelphia.
J. Crawford Dawes, Secretary,	Philadelphia.

General offices at Thirty-sixth street and Gray's Ferry road.

Directors.	Residences.
Matthew Brooks,	Philadelphia.
J. Hicks Conrad,	Philadelphia.
Joseph Hopkinson,	Philadelphia.
Samuel W. Woodhouse,	Philadelphia.
Edward Hopkinson,	Philadelphia.
Oliver Hopkinson, junior, M. D.,	Philadelphia.

ASSETS.

Road and equipment,	$47,463	54
Balance of cash paid over to the Philadelphia and Gray's Ferry Company at the time of lease,	2,536	46
	$50,000	00
LIABILITIES.		
Capital stock,	$50,000	00

Scranton.

Year ending December 31, 1885.

Officers.	Residences.
Charles E. Chittenden, President,	Scranton, Pa.
M. I. Corbett, Secretary,	Scranton, Pa.
L. A. Watres, Treasurer,	Scranton, Pa.

Directors.	Residences.
Charles E. Chittenden,	Scranton, Pa.
M. I. Corbett,	Scranton, Pa.
L. A. Watres,	Scranton, Pa.
A. J. Connell,	Scranton, Pa.
A. H. Christy,	Scranton, Pa.

Second Avenue.

Year ending December 31, 1885.

Officers.	Residences.
George Fawcett, President,	Pittsburgh, Pa.
James F. Fawcett, Secretary and General Superintendent,	Pittsburgh, Pa.
William J. Fawcett, Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
George Fawcett,	Pittsburgh, Pa.
James F. Fawcett,	Pittsburgh, Pa.
W. J. Fawcett,	Pittsburgh, Pa.
George W. Fawcett,	Pittsburgh, Pa.
W. H. Collingwood,	Pittsburgh, Pa.

Second and Third Street.

Year ending December 31, 1885.

Officers.	Residences.
Alexander M. Fox, President,	1415 North Broad street.
Charles D. Matlack, Secretary,	703 North Eighth street.
William F. Miller, Treasurer,	1758 Frankford avenue.
George W. Thorn, Solicitor,	613 Vine street.
David W. Stephens, General Superintendent,	2653 Frankford avenue.
Chas. G. Winnemore, General Superintendent,	Richmond street and Allegheny avenue.

General offices at 2653 Frankford avenue.

Directors.	Residences.
William Anspach,	Philadelphia, Pa.
Andrew J. Holman,	Philadelphia, Pa.
William Eisenbrey,	Philadelphia, Pa.
M. Hall Stanton,	Philadelphia, Pa.
Edwin T. Eisenbrey,	Philadelphia, Pa.
James Simpson,	Philadelphia, Pa.
Alexander L. Crawford,	Philadelphia, Pa.
Joseph R. Whitaker,	Philadelphia, Pa.
James A. Freeman,	Philadelphia, Pa.
Horace T. Potts,	Philadelphia, Pa.
George Hoff,	Philadelphia, Pa.
William Dulles,	Philadelphia, Pa.

ASSETS.

Construction,	$934,380	18
Supplies,	37,697	61
Individual ledger balances,	2,909	30
Cash,	85,313	40
	$1,060,300	44

LIABILITIES.

Capital stock,	$771,076	25
Blanket money,	216	00
Boot money,	50	00
Unpaid dividends,	1,883	50
Earnings appropriated to construction,	249,377	08
Earnings appropriated to supplies,	37,697	61
	$1,060,300	44

Seventeenth and Nineteenth Streets.

Year ending December 31, 1885.

Officers.	Residences.
Matthew S. Quay, President,	Beaver, Pa.
John B. Peddle, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 423 Walnut street, Philadelphia, Pa.

Directors.	Residences.
John L. Hill,	Philadelphia, Pa.
Samuel Daniels,	Philadelphia, Pa.
George D. Widener,	Philadelphia, Pa.
William L. Elkins, junior,	Philadelphia, Pa.
George W. Elkins,	Pittsburgh, Pa.

South Side.

Year ending December 31, 1885.

Officers.	Residences.
D. Z. Brickell, President,	Pittsburgh, Pa.
W. T. Wallace, Secretary and Treasurer,	Pittsburgh, Pa.
W. M. Rosborough, General Superintendent,	Pittsburgh, Pa.

General offices at 2136 Sarah street, Pittsburgh.

Directors.	Residences.
D. Z. Brickell,	Pittsburgh, Pa.
W. T. Wallace,	Pittsburgh, Pa.
William Brickell,	Pittsburgh, Pa.
George B. Hill,	Pittsburgh, Pa.
Thomas C. Lazier,	Pittsburgh, Pa.
A. Lippman,	Pittsburgh, Pa.
James S. Alexander,	Monongahela City.

Stroudsburg.

Year ending December 31, 1885.

Officers.	Residences.
J. Lantz, President and Treasurer,	Stroudsburg, Pa.
Jacob Houser, Secretary,	Stroudsburg, Pa.

Directors.	Residences.
Jackson Lantz,	Stroudsburg, Pa.
Jacob Houser,	Stroudsburg, Pa.
P. S. Posten,	Stroudsburg, Pa.
Simpson Fetherman,	Stroudsburg, Pa.

ASSETS.

Construction of road,	$15,033	97
Real estate,	1,000	00
Rolling stock,	5,228	00
Profit and loss,	1,238	53
Permanent improvement,	3,116	00
	$25,616	50
LIABILITIES.		
Capital stock,	$25,600	00
Unpaid dividends,	16	50
	$25,616	50

Sunbury and Northumberland Street.

Year ending December 31, 1885.

Officers.	Residences.
H. E. Davis, President,	Sunbury, Pa.
L. H. Kase, Secretary and Treasurer,	Sunbury, Pa.

Directors.	Residences.
H. E. Davis,	Sunbury, Pa.
L. H. Kase,	Sunbury, Pa.
S. P. Wolverton,	Sunbury, Pa.
William Foster,	Sunbury, Pa.
William T. Forsyth,	Northumberland, Pa.
William Brady Platt,	Watsontown, Pa.

Thirteenth and Fifteenth Street.

Year ending December 31, 1885.

Officers.	Residences.
Thomas W. Ackley, President,	Philadelphia.
Thomas S. Harris, Secretary and Treasurer,	——
William P. Cooper, General Superintendent,	——

General officers at north-east corner of Fifteenth and Cumberland streets.

Directors.	Residences.
Robert Cresswell,	Philadelphia.
George W. Hall,	Philadelphia.
Benjamin S. Kunkel,	Philadelphia.
William R. Warner,	Philadelphia.
John C. Bingham,	Philadelphia.

ASSETS.

Construction and equipment,	$321,566	86
Real estate,	189,553	45
Bills receivable,	21,100	00
Cash on hand,	2,369	53
	$534,589	84

LIABILITIES.

Capital stock,	$334,529	44
Funded and floating debt,	167,600	00
Sinking fund,	21,100	00
Profit and loss,	11,360	40
	$534,589	84

Transverse.

Year ending December 31, 1885.

Officers.	Residences.
C. L. Magee, President,	Pittsburgh.
C. F. Klopfer, Vice President,	Pittsburgh.
William R. Ford, Secretary and Treasurer,	Pittsburgh.
Miller Elliott, General Superintendent,	Pittsburgh.

Directors.	Residences.
C. L. Magee,	Pittsburgh.
C. F. Klopfer,	Pittsburgh.
Joshua Rhodes,	Pittsburgh.
Wilson McCandless,	Pittsburgh.
A. F. Keating,	Pittsburgh.

ASSETS.

Construction and real estate,	$277,333	69
Equipment,	83,666	93
Material on hand,	9,000	00
Profit and loss,	49,700	80
	419,701	42

LIABILITIES.

Capital stock,	$175,000	00
Funded debt,	175,000	00
Miscellaneous,	69,701	42
	$419,701	42

Union.

Year ending December 31, 1885.

Officers.	Residences.
William H. Kemble, President,	Philadelphia.
P. A. B. Widener, Vice President,	Philadelphia.
John B. Peddle, Secretary and Treasurer,	Philadelphia.

General offices at No. 423 Walnut street, Philadelphia.

Directors.	Residences.
P. A. B. Widener,	Philadelphia.
William L. Elkins,	Philadelphia.
James McManes,	Philadelphia.
Henry Bumm,	Philadelphia.
William S. Stokley,	Philadelphia.
M. S. Quay,	Beaver, Pa.

West Philadelphia.

Year ending December 31, 1885.

Officers.	Residences.
Peter A. B. Widener, President,	Philadelphia.
D. W. Dickson, Secretary and Treasurer,	Philadelphia.
James T. Gorman, General Superintendent,	Philadelphia.

General offices at N. W. corner of Forty-first and Haverford sts., Philadelphia, Pa.

Directors.	Residences.
Peter A. B. Widener,	Philadelphia.
William H. Kemble,	Philadelphia.
William L. Elkins,	Philadelphia.
Joseph E. Gillingham,	Philadelphia.
George D. Widener,	Philadelphia.
Thomas Dolan,	Philadelphia.
James McManes,	Philadelphia.
Joseph B. Altemus,	Philadelphia.
Thomas J. Yarrow, M. D.,	Philadelphia.

ASSETS.

Cash,	$3,613	76
Construction and equipment,	1,167,495	10
	$1,171,108	86
LIABILITIES.		
Capital stock,	$750,000	00
Profit and loss,	129,230	07
Funded debt,	246,000	00
Open account,	45,878	79
	$1,171,108	86

Wilkes-Barre and Kingston.

Year ending December 31, 1885.

Officers.	Residences.
W. J. Harvey, President and General Superintendent,	Wilkes-Barre.
A. I. Davis, Secretary,	Wilkes-Barre.
Directors.	**Residences.**
William J. Harvey,	Wilkes-Barre.
H. H. Harvey,	Wilkes-Barre.
E. P. Darling,	Wilkes-Barre.
R. J. Flick,	Wilkes-Barre.
I. B. Smith,	Kingston.

ASSETS.

Real estate,	$12,081	69
Personal property,	14,582	61
Construction,	83,679	62
Bills receivable,	14,000	00
Cash,	7,360	93
Expenses,	269,190	71
Interest,	2,960	60
Dividends,	82,500	00
	$486,306	16
LIABILITIES.		
Capital stock,	$100,000	00
Earnings,	386,306	16
	$486,306	16

Williamsport.

Year ending December 31, 1885.

Officers.	Residences.
Robert P. Allen, President,	Williamsport, Pa.
Henry C. Parsons, Vice President,	Williamsport, Pa.
R. J. C. Walker, Secretary,	Williamsport, Pa.
Samuel A. Filbert, Treasurer and General Manager,	Williamsport, Pa.
F. D. Miller, General Superintendent,	Williamsport, Pa.

Directors.	Residences.
Robert P. Allen,	Williamsport, Pa.
Henry C. Parsons,	Williamsport, Pa.
R. J. C. Walker,	Williamsport, Pa.
Samuel A. Filbert,	Williamsport, Pa.

ASSETS.

Cash in treasurer's hands,	$2,238	33
Construction account,	81,050	66
Equipment,	9,613	00
Hay and feed,	987	50
	$93,889	49

LIABILITIES.

Accounts payable,	$7,352	29
Capital stock,	60,000	00
Profit and loss account,	26,537	20
	$93,889	49

REPORTS OF

CANAL AND NAVIGATION COMPANIES.

REPORTS OF CANAL COMPANIES.

Delaware and Hudson.

Year ending December 31, 1885.

Officers.	Residences.
R. M. Olyphant, President,	New York, N. Y.
Le Grand B. Cannon, Vice President,	New York, N. Y.
F. Murray Olyphant, Secretary,	New York, N. Y.
James C. Hartt, Treasurer,	New York, N. Y.
Horace G. Young, General Manager,	Albany, N. Y.
Rollin Manville, Division Superintendent,	Carbondale, Pa.

General offices at 21 Cortlandt street, New York, N. Y.

Directors.	Residences.
Abiel A. Low,	Brooklyn, N. Y.
James M. Halsted,	New York, N. Y.
Le Grand B. Cannon,	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.
John Jacob Astor,	New York, N. Y.
Robert S. Howe,	New York, N. Y.
James Roosevelt,	Hyde Park, N. Y.
Abraham R. Van Nest,	New York, N. Y.
Hugh J. Jewett,	New York, N. Y.
David Dows,	New York, N. Y.
Robert M. Olyphant,	New York, N. Y.
Benjamin H. Bristow,	New York, N. Y.
John A. Stewart,	New York, N. Y.

ASSETS.

Canal,	$6,339,210	49
Railroad and equipment,	7,134,088	47
Real estate in Pennsylvania, including coal lands,	6,472,286	15
Real estate in New York, New Jersey, Connecticut, Illinois, &c.,	3,156,039	32
Mine improvements,	2,388,709	02
Mine fixtures and equipment,	406,776	33
Boats, barges, and steamboats,	758,076	07
Coal yards and fixtures,	176,779	72
Lackawanna and Susquehanna railroad,	1,022,938	15
Cherry Valley, Sharon and Albany railroad,	300,000	00

New York and Canada railroad,		$3,597,074	48
Lackawanna Palace Car Company,		28,300	00
Mechanicville and Fort Edward railroad,		59,131	31
Schenectady and Mechanicville railroad,		211,765	05
Telegraph lines,		14,734	80
Supplies on hand,		992,560	71
Shop machinery, tools, &c.,		192,495	93
Coal on hand,		649,905	10
Advances to leased lines,		330,736	88
Miscellaneous assets, viz:			
Bonds,		118,551	91
Stocks, as follows:			
Albany and Susquehanna railroad, 8 000 shares,	$800,000 00		
Rensselaer and Saratoga railroad, 16,077 shares,	1,607,700 00		
Sundry st cks,	213,788 34		
		2,621,488	34
Advances on coal,		720,054	99
Cash,		2,605,106	93
Bills and accounts receivable,		1,359,832	26
		$41,656,642	41
LIABILITIES.			
Capital stock,		$23,500,000	00
Bonds:			
1891,	$5,549,000 00		
1894,	4,829,000 00		
1917,	5,000,000 00		
		15,378,000	00
Interest and dividends payable January, 1886,		596,085	00
Depositors,		164,833	26
Dividends and interest unclaimed,		51,084	01
Surplus or dividend fund,		1,966,640	14
		$41,656,642	41

Delaware Division.

Year ending December 31, 1885.

Officers.	Residences.
Joshua W. Woolston, President,	Germantown, Pa.
Henry Giles, Secretary and Treasurer,	Philadelphia, Pa.

Directors.	Residences.
Joshua W. Woolston,	Germantown, Pa.
I. V. Williamson,	Philadelphia, Pa.
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Germantown, Pa.
F. C. Yarnall,	Philadelphia, Pa.
S. Fisher Corlies,	Philadelphia, Pa.
F. R. Cope,	Philadelphia, Pa.
E. Roberts, junior,	Philadelphia, Pa.
T. McKean,	Philadelphia, Pa.

ASSETS.

Canal,	$2,433,350	00
Cash and other assets,	14,148	80
	$2,447,498	80

LIABILITIES.

Capital stock,	$1,633,350	00
Bonds,	800,000	00
Profit and loss,	14,148	80
	$2,447,498	80

Lehigh Coal and Navigation.

Year ending December 31, 1885.

Officers.	Residences.
Joseph S. Harris, President,	Philadelphia.
F. C. Yarnall, Vice President,	Philadelphia.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at 226 South Third street, Philadelphia, Pa.

Directors.	Residences.
Joseph S. Harris,	Philadelphia.
F. C. Yarnall,	Philadelphia.
F. R. Cope,	Philadelphia.
E. W. Clark,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
Charles Parrish,	Wilkes-Barre.
Samuel Dickson,	Philadelphia.
James M. Willcox,	Philadelphia.
Edward Lewis,	Philadelphia.
T. Charlton Henry,	Philadelphia.
E. B. Leisenring,	Mauch Chunk.
A. S. Hewitt,	New York.

ASSETS.

Lehigh and Susquehanna railroad,	$14,358,412	51
Lehigh navigation and shipping improvements,	2,191,000	00
Coal lands,	5,564,840	69
Coal improvements,	1,690,106	28
Panther Creek railroad and equipment,	496,757	33
Lansford shops and equipment,	84,146	36
Opened work and cut coal in mines,	466,857	00
Mining equipment,	270,186	01
Landed property and improvements,	690,090	77
Canal equipment,	214,899	27
Supplies on hand at mines,	144,293	30
Coal on hand,	104,385	00
3,743 shares Lehigh Coal and Navigation Company stock owned by company,	187,150	00
55,522 shares Alliance Coal Mining Company stock,	913,450	00
Delaware Division Canal Company bonds,	306,000	00
29,642 shares Delaware Division Canal Company stock,	256,250	00
216 shares Nesquehoning Valley Railroad Company stock,	10,753	50
Other securities owned by company,	579,397	33
Bonds and mortgages and ground rents,	15,531	35
Bills receivable,	25,093	28
Cash on hand,	304,940	33
Balance individual ledger,	203,005	11
	$29,077,545	42

LIABILITIES.

Capital stock, 249,770 shares issued,		$12,488,500 00		
Capital stock, 3,743 shares owned by company,		187,150 00	$12,675,650	00
Loan due 1914,		$5,000,000 00		
Loan due 1897, gold,		4,653,000 00		
Loan due 1897, railroad,		2,000,000 00		
Loan due 1911, consolidated mortgage,		2,464,000 00		
Scrip redeemable in consolidated mortgage bonds,		6,750 00		
Loan due 1894, gold,		747,500 00		
Greenwood mortgage bonds due 1892,		643,000 00		
Mortgage bonds due 1887, Kentucky Bank tract,		37,000 00		
Loan due 1924, general mortgage,		1,500,000 00		
		$17,051,250 00		
Less gold loan due 1897, assumed by Central Railroad Company of New Jersey,	$2,310,000			
Less gold loan due 1897, assumed by Lehigh and Wilkes-Barre Coal Company,	500,000			
Less gold loan due 1894, assumed by Lehigh and Wilkes-Barre Coal Company,	747,500	3,557,500 00	13,493,750	00
Bills payable,			973,000	00
Central Railroad Company of New Jersey construction loan,			757,365	03
Philadelphia and Reading Railroad Company construction loan,			120,358	82
Ground rents, mortgages, and dowers,			161,157	12
Interest and dividends due January 1, 1886, and arrears,			124,341	09
Profit and loss,			88,082	42
Dividend fund,			683,840	94
			$29,077,545	42

Monongahela Navigation.

Year ending January 12, 1886.

Officers.	Residences.
Max K. Moorhead, President,	Pittsburgh, Pa.
William Bakewell, Secretary and Treasurer,	Pittsburgh, Pa.
William P. Wood, Cargo Inspector,	Pittsburgh, Pa.
Thomas McGowan, Superintendent of Repairs,	Lock No. 4, Washington co., Pa.

Directors.	Residences.
Joseph Albree,	Allegheny, Pa.
Felix R. Brunot,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh, Pa.
Allen C. Bakewell,	Pittsburgh, Pa.
John Harper,	Pittsburgh, Pa.
George B. Logan,	Allegheny, Pa.
J. B. Moorhead,	Philadelphia, Pa.
J. B. Murdock, M. D.,	Pittsburgh, Pa.
A. E. W. Painter,	Allegheny, Pa.
J. Bowman Sweitzer,	Allegheny, Pa.

ASSETS.

Construction,	$1,723,038	71
Cash,	12,138	76
Toll bills, uncollected tolls,	11,624	01
W. P. Wood, cargo inspector,	3,244	85
Repair boat,	16,272	83
Securities held for contingent and sinking funds,	89,455	00
Profit and loss,	20,599	67
	$1,876,368	83

LIABILITIES.

Capital stock,	$1,194,650	00
Scrip, convertible into stock,	2,514	00
First mortgage bonds,	37,000	00
Second mortgage bonds,	347,000	00
Sinking fund, for payment of first mortgage bonds,	37,000	00
Contingent fund,	50,000	00
Bills payable,	55,000	00
Suspense account,	6,477	76
State Treasurer,	7,264	07
Dividends unpaid,	300	00
Coupons unpaid,	9,615	00
Undistributed stock account,	129,548	00
	$1,876,368	83

Pennsylvania.

Year ending December 31, 1885.

Officers.	Residences.
Isaac J. Wistar, President,	Philadelphia, Pa.
Alfred Mordecai, Secretary,	Philadelphia, Pa.
Arthur Haviland, Treasurer,	Philadelphia, Pa.
Thomas T. Wierman, Chief Engineer,	Harrisburg, Pa.
F. J. Deemer, Superintendent of Equipment,	Wilkes-Barre, Pa.
Thomas T. Wierman, junior, Resident Engineer,	Harrisburg, Pa.

Directors.	Residences.
Isaac J. Wistar,	Philadelphia.
George B. Roberts,	Philadelphia.
A. J. Cassatt,	Philadelphia.
Wistar Morris,	Philadelphia.
W. J. Howard,	Philadelphia.
J. N. DuBarry,	Philadelphia.
Edmund Smith,	Philadelphia.
M. Hall Stanton,	Philadelphia.
Alexander Biddle,	Philadelphia.
Simon Gratz,	Philadelphia.
John P. Green,	Philadelphia.
Clement A. Griscom,	Philadelphia.

ASSETS.

Capital stock, Susquehanna Coal Company,	$90,000	00
Capital stock,	1	00
Cash,	79,775	99
Chesapeake and Delaware Canal Company,	195	98
Collectors,	541	02
F. J. Cleaver,	14	13
Equipment,	213,478	53
Individuals and companies,	163	35
Materials, Harrisburg repair shop,	4,091	15
Materials for Espy boat-yard,	4,276	68
Pennsylvania Railroad Company, special deposit,	35,986	96
Pennsylvania canal,	6,707,112	52
Profit and loss,	421,003	95
Sinking fund,	62,465	70
T. T. Wierman, Chief Engineer,	500	00
	$7,619,606	96

LIABILITIES.

Capital stock,	$4,501,200	00
First mortgage bonds,	67,000	00
General mortgage bonds,	2,934,000	00
William Hacker, auditor, pay-rolls,	8,273	64
William Hacker, auditor, vouchers,	5,259	07
Interest on bonds in sinking fund,	13,905	00
Interest on first mortgage bonds,	1,890	00
Interest on general mortgage bonds,	84,240	00
Loans, West Branch Boom Company,	3,500	00
Susquehanna Canal Company,	252	56
Susquehanna Steamboat Company,	48	42
J. E. Tygert & Co.,		84
American Towing Company,	21	93
Wilmington Steamship Company,	15	50
	$7,619,606	96

Schuylkill Navigation.

Year ending December 31, 1885.

Officers.	Residences.
Frederick Fraley, President,	Philadelphia, Pa.
Richard Wilkins, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 417 Walnut street, Philadelphia.

Managers.	Residences.
John N. Hutchinson,	Easton, Pa.
Charles W. Wharton,	Branchtown, Pa.
George Brooke,	Birdsboro', Pa.
John B. Love,	Philadelphia, Pa.
Michael Ward,*	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.

* Deceased.

ASSETS.

Balance of cash on hand January 1, 1885,	$27,715	77
Rents received from the Philadelphia and Reading Railroad Company,	235,062	80
Interest received,	2,299	17
F. Fraley, President, in trust,	5,585	53
	$270,663	27

LIABILITIES.

Interest on loans,	$230,863	79
Dividends on preferred and common stock,	847	21
Interest paid and taxes returned,	2,056	80
Salaries, rent, and current expenses,	6,906	03
Balance,	30,489	44
	$270,663	27

Susquehanna and Tide Water.

Year ending November 30, 1885.

Officers.	Residences.
J. E. Wootten, General Manager for Receivers,	Philadelphia, Pa.
T. C. Zulick, Superintendent for Receivers,	Schuylkill Haven, Pa.
D. F. Shure, Division Superintendent for Receivers,	Shure's Landing, Md.
Edwin F. Smith, Chief Assistant Engineer for Receivers,	Reading, Pa.

General offices at 227 South Fourth street, Philadelphia, Pa.

Susquehanna.

Year ending December 31, 1885.

Officers.	Residences.
G. A. Nicolls, President,	Reading, Pa.
Robert D. Brown, Treasurer,	Baltimore, Md.

General offices at Baltimore and Philadelphia.

Directors.	Residences.
George W. Dobbin,	Baltimore, Md.
Enoch Pratt,	Baltimore, Md.
Osmun Latrobe,	Baltimore, Md.
Charles F. Mayer,	Baltimore, Md.
Gilmor Meredith,	Baltimore, Md.
James Sloan, junior,	Baltimore, Md.
B. Andrews Knight,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
John N. Hutchinson,	Philadelphia, Pa.
Henry Lewis,	Philadelphia, Pa.

ASSETS.

Cost of canals,	$4,931,345	53
Uncollected rental,	600,919	93
Cash on hand,	6,693	27
	$5,538,958	73

LIABILITIES.

Capital stock,	$2,002,746	00
Funded debt,	2,901,310	58
Unfunded debt,	634,902	15
	$5,538,958	73

Union.

LEBANON, PA., *April 8, 1886.*

J. W. GREENLAND, ESQ.,
Deputy Secretary.

DEAR SIR: Your favor relative to the Union Canal Company was duly received. In reply will state: The Union Canal Company is *non est*, it having been sold out, property and franchises, by the sheriff of Philadelphia, in 1885. A new company was organized by the purchasers, under the name of the Schuylkill and Middletown Canal Company, which last-named company was dissolved by the court in November last, and trustees appointed by the court for the sale of its property.

I had supposed you had received notice of the said action, as I was obliged to get certificates from Auditor General and receipts from Treasurer to show payments of all taxes due the State on both companies before dissolution. If you wish any special notification, I will see that you get it in such form as you may wish, if you will prepare it and send it to me.

Very truly yours,
GRANT WEIDMAN.

REPORTS OF

TELEGRAPH AND TELEPHONE COMPANIES.

TELEGRAPH AND TELEPHONE COMPANIES.

American District Telegraph.

Year ending December 31, 1885.

Officers.	Residences.
William J. Philips, President,	Philadelphia, Pa.
C. J. Milne, Vice President,	Philadelphia, Pa.
M. Richards Mucklé, Secretary and Treasurer,	Philadelphia, Pa.
Samuel I. Givin, General Manager,	Philadelphia, Pa.

General offices at 113 South Broad street, Philadelphia, Pa.

Directors.	Residences.
William J. Philips,	Philadelphia, Pa.
C. J. Milne,	Philadelphia, Pa.
M. Richards Mucklé,	Philadelphia, Pa.
James McManes,	Philadelphia, Pa.
Thomas Cochran,	Philadelphia, Pa.
Henry Bentley,	Philadelphia, Pa.
W. H. Woolverton,	New York, N. Y.
C. H. T. Collis,	New York, N. Y.
James Merrihew,	New York, N. Y.

Cost of Line and Equipment.

Construction, including patent rights, franchises, &c,	$382,972	97
Equipment,	22,760	28
Total,	$405,733	25

Characteristics of Line.

Length of wire in Pennsylvania: consists of short lines in Philadelphia, principally on house tops.

Number of stations in Pennsylvania,	10 districts.
Number of instruments in use (entire line): 1,487 district instruments, 266 burglar alarms, 902 telegraph call instruments, 199 Morse registers and other instruments,	2,854
Number of poles in use,	12

Number of persons employed in operating and maintaining line in Pennsylvania: Adults and operators, 80; messenger-boys, 187; total,	267
Number of local messages transmitted during the year, (entire line,)	23,506
Number of messages sent during the year in Pennsylvania, handed to other lines for transmission,	192,300
Number of messages received in Pennsylvania from other lines for delivery by messengers,	678,318
Value of real estate owned by the company, exclusive of line,	None owned

Tariff of Rates for Transmission of Messages.

Messages received to be forwarded by other lines to all parts of the world are charged rates established by those lines. Our local tariff for messenger service is based on time, not number of words. Time rates: 10 cents for 15 minutes; 15 cents for 30 minutes; 30 cents for 1 hour.

Expenses.

Gross expenses in Pennsylvania,	$108,931 45

Receipts.

Gross receipts of entire line, including amount received for other corporations and individuals as their agents,	$125,617 54

Summary of Payments.

For construction of new lines,	$1,757	02
Purchase of telegraph property,	158	42
Interest,	458	67
Miscellaneous, including payment to other corporations and individuals of amounts received, as above,	122,476	68
Taxes,	693	00
Total,	$125,543	79

ASSETS.

License and patent rights,	$316,612	00
Charter and incorporation,	250	00
General construction,	66,110	97
Equipments,	22,760	28
Supplies,	6,952	43
Trustee stock, A. D. T. Co., (donated,)	4,650	00
Accounts receivable,	18,315	91
Cash,	8,422	95
	$444,074	54

LIABILITIES.

Capital stock,	$400,000	00
First mortgage bonds,	13,400	00
Accrued interest on bonds, due March 1, 1886,	268	00
Suspense account,	107	53
Accounts payable,	7,136	80
Loss and gain,	23,162	21
	$444,074	54

American Telegraph and Telephone.

Year ending December 31, 1885.

Officers.	Residences.
Edward J. Hall, junior, President,	Brooklyn, N. Y.
Samuel B. Huey, Secretary,	36 South Third street, Philadelphia.
J. E. Kingsley, Treasurer,	Continental Hotel, Philadelphia.

General offices at 36 South Third street, Philadelphia.

Directors.	Residences.
Thomas B. Doolittle,	95 Milk street, Boston.
Samuel B. Huey,	36 South Third street, Philadelphia.
J. E. Kingsley,	Continental Hotel, Philadelphia.
Edward J. Hall, junior,	Brooklyn, N. Y.
J. R. Adams,	3712 Walnut street, Philadelphia.

ASSETS.

Cash,	$79	31
Profit and loss,	920	69
	$1,000	00

LIABILITIES.

Capital stock,	$1,000	00
	$1,000	00

Atlantic and Ohio Telegraph.

Year ending December 31, 1885.

Officers.	Residences.
Norvin Green, President,	New York.
Roswell H. Rochester, Secretary and Treasurer,	New York.

Directors.	Residences.
Norvin Green,	New York.
John B. Van Every,	New York.
Charles A. Tinker,	New York.
James Merrihew,	New York.
Thomas T. Eckert,	New York.
Roswell H. Rochester,	New York.
S. S. Garwood,	Philadelphia.
Henry Bentley,	Philadelphia.
W. B. Gill,	Philadelphia.

Cost of Line and Equipment.

Cannot state, because no account of such cost is now in possession of the company.

Characteristics of Line.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics.

The return of the Western Union Telegraph Company includes all lines leased or owned by it.

The length of time for which the lines are leased, as above stated, is until terminated by six months' notice at the option of either party.

Tariff of Rates for Transmission of Messages.

Same as those of the Western Union Telegraph Company.

Expenses.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

Receipts.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

Summary of Payments.

For construction of new lines: None.
Purchase of telegraph property: None.
Purchase of real estate: None.
Interest: None.
Dividends: None other than ten per cent. paid by Western Union Company.
Miscellaneous: None.
Taxes: Paid by lessees.
Surplus fund: None.
Total amount of surplus fund: None.

Stock and Dividends.

Amount of stock issued as stock dividends, and dates of issue: None, since its lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto, is not known to the present officers; and the books of the company for such period are not in their possession, or in existence, to their knowledge.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Prior to April 15, 1864, not known for reasons given above. Since April 15, 1864, ten per cent. per annum, quarterly, upon outstanding stock not belonging to Western Union Telegraph Company, amounting now to $5,500.

Baltimore and Ohio Telegraph.

Year ending December 31, 1885.

Officers.	Residences.
N. C. Griswold, President,	Pittsburgh, Pa.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.
D. H. Bates, General Manager,	New York.

General offices at Pittsburgh, Pa.

Directors.	Residences.
N. C. Griswold,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.
Welty McCullogh,	Pittsburgh, Pa.

Cost of Line and Equipment.

Construction,	No report.
Equipment,	No report.

Characteristics of Line.

Length of main line in Pennsylvania,	264 miles.
Length of sub-marine cables in Pennsylvania,	None.
Length of wire in Pennsylvania,	1,108¾ miles.
Number of stations in Pennsylvania,	46
Number of poles to the mile,	30
Number of persons employed in operating and maintaining line in Pennsylvania: Male, 95; female, 5; total,	100

Tariff of Rates for Transmission of Messages.

For one hundred miles or under: 10 and 25 cents for ten words; 1 cent for each additional word. For one hundred miles and under five hundred: 25 cents for ten words; 1 cent for each additional word.

Expenses.

No report.

Receipts.

Gross receipts in Pennsylvania for year ending September 30, 1885,	$4,931 65

Stock and Dividends.

Amount of stock issued as stock dividends, and dates of issue,	None.
Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year,	None.

Baltimore and Ohio Telegraph in Pennsylvania.

Year ending December 31, 1885.

Officers.	Residences.
D. H. Bates, President, General Manager, and General Supt.,	New York.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.

Directors.	Residences.
D. H. Bates,	New York.
J. B. Washington,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.

Cost of Line and Equipment.

No report.

Characteristics of Line.

Length of main line in Pennsylvania,	$13\frac{7}{10}$ miles.
Length of sub-marine cables in Pennsylvania,	9,500 feet.
Length of wire in Pennsylvania,	246 miles.
Number of stations in Pennsylvania,	3
Number of poles to the mile,	30
Number of persons employed in operating and maintaining line in Pennsylvania: Male, 74; female, 3; total,	77

Tariff of Rates for Transmission of Messages.

For one hundred miles or under: 10 and 25 cents for ten words; 1 cent for each additional word. For one hundred miles and under five hundred miles; 25 cents for ten words, 1 cent for each additional word.

Expenses.

No report.

Receipts.

Gross receipts in Pennsylvania, year ending September 30, 1885,	$2,794 78

Summary of Payments.

No report.

Bell Telephone.

Year ending December 31, 1885.

Officers.	Residences.
Henry Bentley, President,	Philadelphia.
James Merrihew, Vice President,	New York.
Samuel B. Huey, Secretary,	Philadelphia.
A. A. Ziegler, Treasurer,	Philadelphia.
Samuel M. Plush, General Manager,	Philadelphia.

General offices at 400 Chestnut street, Philadelphia.

Directors.	Residences.
Henry Bentley,	Philadelphia.
Thomas E. Cornish,	Philadelphia.
Theodore N. Vail,	Boston, Mass.
Charles R. Truex,	Mont Clair, N. J.
Joel J. Baily,	Philadelphia.
James E. Mitchell,	Philadelphia.
J. E. Kingsley,	Philadelphia.
Thomas T. Eckert,	New York.
Charles A. Tinker,	New York.
James Merrihew,	New York.
Samuel M. Plush,	Philadelphia.
William B. Gill,	Philadelphia.

Cost of Line and Equipment.

Total cost of construction and equipment,	$434,065 15

Expenses.

Gross expenses of entire line,	$206,014 55
Gross expenses in Pennsylvania,	206,014 55

Receipts.

Gross receipts of entire line,	$302,030 34
Gross receipts in Pennsylvania,	302,030 34

Summary of Payments.

For construction of new lines,	$28,747	16
Purchase of office fixtures,	57	05
Dividends,	44,800	00
Miscellaneous,	199,137	35
Taxes,	6,877	20
Surplus fund,	51,215	79
Total,	$330,834	55
Total amount of surplus fund,	$57,224	88

General Statistics.

Date of establishment,	Nov. 14, 1878.
Estimated population of station,	About 950,000
Number of circuits carrying one subscriber,	1,728
Number of circuits carrying two subscribers,	127
Number of circuits carrying over two subscribers,	42
Total number of circuits,	1,897
Miles of wire on poles,	641
Miles of wire on buildings,	1,236
Sub-marine,	15⅓
Total miles of wire,	1,892⅓
Number of branch offices,	6
Number of trunk lines from central to branch office,	32
Number of conversations between subscribers per month, estimated,	409,188
Number of operators employed in central office,	59

Total number of employés,	137
Style of central office system and apparatus,	Law Multiple.
Number of subscribers to exchange,	2,305
Present established rates, per year: $120; radius, one mile from exchange; business.	
Present established rates, per year: $100; radius, one mile from exchange; residence.	
For telephone and transmitter, per month, residence,	$8 33
For telephone and transmitter, per month, business place,	10 00

ASSETS.

Construction,	$434,065	15
Material,	11,453	33
Office furniture,	5,050	64
Accounts receivable,	14,188	69
Stocks,	120,000	00
Scrip,	2,250	00
Cash on special deposit,	6,334	50
Cash,	34,648	63
	$627,990	94

LIABILITIES.

Capital stock,	$560,000	00
Surplus,	57,224	88
Reserve for unearned rentals,	10,766	06
	$627,990	94

Stock and Dividends.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: March 31, $11,200, 2 per cent.; June 16, $11,200, 2 per cent.; September 15, $11,200, 2 per cent.; December 15, $11,200, 2 per cent.

Amount paid in dividends, cash, $44,800.

The Central District and Printing Telegraph.

Year ending December 31, 1885.

Officers.	Residences.
D. Leet Wilson, President,	Pittsburgh, Pa.
Charles O. Rowe, Vice President,	Titusville, Pa.
John G. Stokes, Secretary and Treasurer,	Pittsburgh, Pa.
Henry Metzger, General Manager,	Pittsburgh, Pa.
W. D. Paynter, General Superintendent,	Pittsburgh, Pa.

General offices at corner Fifth avenue and Wood street, Pittsburgh, Pa.

Directors.	Residences.
D. Leet Wilson,	Pittsburgh, Pa.
Theodore N. Vail,	Boston, Mass.
C. Jay French,	Boston, Mass.
Charles R. Truex,	Mont Clair, N. J.
James Merrihue,	New York, N. Y.
Charles O. Rowe,	Titusville, Pa.
John L. George,	Pittsburgh, Pa.
George I. Whitney,	Pittsburgh, Pa.
L. Halsey Williams,	Pittsburgh, Pa.

GENERAL STATISTICS.

	Pittsburgh, Pa.	Titusville, Pa.	Oil City, Pa.	Meadville, Pa.	New Castle, Pa.	Washington, Pa.	Beaver Falls, Pa.	Monongahela City, Pa.	Freeport, Pa.	East Liverpool, Ohio.	Steubensville, Ohio.	Warren, Ohio.	Sa'em, Ohio.	Wheeling, W. Va.	Parkersburg, W. Va.
Date of establishment,	Jan. 1, 1879.	Jan. 1, 1881.	Mar. 15, 1881.	May 10, 1881.	July 24, 1882.	Oct. 21, 1884.	Jan. 1, 1884.	Oct. 9, 1881.	Sept. 16, 1885.	Sept. 1, 1880.	May 4, 1881.	Oct. 4, 1883.	Jan. 23, 1884.	May 15, 1880.	Jan. 1, 1882.
Estimated population,	247,765	9,046	12,325	8,860	8,418	4,991	5,104	2,904	1,614	8,718	12,093	4,428	4,041	46,666	12,026
Number of circuits carrying one subscriber,	1,293	47	93	46	23	20	7	4	....	43	85	24	48	613	140
Number of circuits carrying two subscribers,	139	4	17	4	3	2	....	....	1	....	2	3	....	14	.....
Number of circuits carrying over two subscribers,	53	1	7	3	..	1	2	...	.....	..	..	....	....	7	4
Total number of circuits,	1.480	52	117	53	26	23	9	4	1	48	87	27	48	634	144
Miles of wire on poles,	1,267.75	28.33	73.15	21.75	11.75	23.50	12.75	0.75	1.00	18.75	50.25	11.00	15.75	403.25	95.83
Miles of wire on buildings,	131.25	.....	3.70	5.00	.....	.....	....	....	....	3.00	3.50	.	.	7.25	...
Miles of wire underground,	614	..	..	..	.....	....	.....	.....	.	..	..	..	.	subma	rine 2.67
Total miles of wire,	2,063	28.33	81.85	26.75	11.75	23.50	12 75	0.75	1.00	21.75	53.75	11.00	15.75	410.50	98.50
Number of branch offices,	6	.....	1	.....	....	1	.....	....	.....	1	..	...	...	4	1
Number of trunk lines from central to branch office,	44	.....	1	.....	....	1	....	.....	....	1	...	...	....	6	1
Number of conversations between subscribers per month, estimated,	283,565	4,420	14,400	4,425	2,950	1,610	825	120	100	3,930	7,555	4,075	4,315	12,687	17,500
Number of operators employed in central office,	47	2	4	2	1	2	1	1	1	2	2	1	2	13	4
Total number of employes,	88	4	6	3	1	2	1	1	1	2	3	1	2	20	6
Style of central office system and apparatus,	multiple & C. E. Jones.	Gilliland switch.	Weste'n Electric Co. switches	Weste'n Electric switches	W. E. Annun. C. D. & B switch.	C. E. Jones & Bro. switch.	C. E. Jones & Bro. switch.	W. E. Co Boston, switch.	Plug switch.	C. E. Jones & Bro. switch.	Gilliland switch.	Weste'n Electric Co. switch.	Weste'n Electric Co. switch.	Gillil'd, Jones Bro., & W. E. Co	Gilliland switch.
Number of subscribers to exchange,	1,781	57	150	63	29	27	13	4	2	48	89	30	48	063	152
Present established rates within the radius of one half mile from exchange:															
For telephone and transmitter, per month, residence,	$6 25	$3 50	$4 00	$3 50	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00
For telephone and transmitter, per month, business place,	$7 00	$5 00	$5 00	$5 00	$5 00	$5 00	$5 00	$5 00	$5 00	$4 16⅔	$4 16⅔	$4 16⅔	$4 16⅔	$4 16⅔	$4 16⅔

ASSETS.

Licenses and franchises,	$450,000	00
Construction and equipment,	321,231	10
Supplies and instruments in stock,	17,837	96
Accounts receivable,	12,330	35
	$801,399	41

LIABILITIES.

Capital stock,	$500,000	00
Scrip dividends,	75,000	00
Unearned rentals,	19,348	04
Fixed charges,	7,294	06
Interest on scrip,	227	00
Sundry individual creditors,	5,316	66
Cash overdraft,	5,197	83
Undivided profits,	189,015	82
	$801,399	41

Stock and Dividends.

Amount of stock issued as stock dividends, and date of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: April 30, one and one half per cent.; September 30, three per cent.; December 31, three per cent.

	Amount.	
Amount paid in dividends, cash,	$37,500	00
Dividends declared in 1884, but paid during this year,	15,000	00
Balance for the year, or surplus,	79,029	26
Surplus at commencement of the year,	109,986	56
Total surplus,	189,015	82
Surplus invested as follows:		
Balance of accounts due company,	12,330	35
Material, fuel, and stores,	17,837	96
Other items, construction, and equipment,	158,847	51

Central Pennsylvania Telephone and Supply.

Year ending December 31, 1885.

Officers.	Residences.
H. R. Rhoads, President,	Williamsport, Pa.
Richard O'Brien, Vice President,	Scranton, Pa.
J. E. Wilkinson, Secretary and Treasurer,	Williamsport, Pa.
R. M. Bailey, General Manager,	Williamsport, Pa.

Directors.	Residences.
H. R. Rhoads,	Williamsport, Pa.
R. M. Bailey,	Williamsport, Pa.
R. J. C. Walker,	Williamsport, Pa.
J. H. Boyer,	Williamsport, Pa.
A. D. Hermance,	Williamsport, Pa.
Robert P. Allen,	Williamsport, Pa.
C. La Rue Munson,	Williamsport, Pa,
J. E. Wilkinson,	Williamsport, Pa.
E. B. Westfall,	Williamsport, Pa.
Charles R. Truex,	Mont Clair, New Jersey.
C. Jay French,	Boston, Mass.
C. H. Dougal,	Milton, Pa.
S. S. Blair,	Tyrone, Pa.
Richard O'Brien,	Scranton, Pa.
L. C. Kinsey,	Montgomery station, Pa.

Cost of Line and Equipment.

Construction and equipment,	$515,002 51

Characteristics of Line.

Length of main line in Pennsylvania,	2,402 miles.
Length of wire, (entire line,)	2,402 miles.
Length of wire in Pennsylvania,	2,402 miles.
Number of stations, entire line,	2,746
Number of stations in Pennsylvania: Exchanges, 2,444; private line, 302,	2,746
Number of instruments in use, (entire line,)	2,746 sets.
Number of poles to the mile,	25 to 35
Number of persons employed in operating and maintaining the line: Male, 40; female, 38; total,	78

Tariff of Rates for Transmission of Messages.

Extra territorial, 25 cents per conversation of five minutes. Exchange communications at a monthly rental.

Expenses.

Gross expenses in Pennsylvania,	$78,744 37

Earnings.

Gross earnings in Pennsylvania,	126,451 59

Summary of Payments.

For construction of new lines,	$9,967	32
Dividends,	38,095	59
Taxes,	2,771	28

GENERAL STATISTICS.

	Williamsport and branches.	Lock Haven.	Renovo.	Driftwood.	Bellefonte.	Altoona and branches.	Huntingdon.	Lewistown.	Phillipsburg and branches.	Clearfield and branch.	Milton.	Bloomsburg and branch.	Shamokin and branch.	Wilkes-Barre and branch.	Hazleton.	Scranton.
Date of establishment of principal central office,	May 30, 1878.	Mch. 15, 1880.	S'pt. 17, 1881.	May 1, 1882.	June 10, 1879.	Mch. 1, 1880.	Mch. 1, 1880.	Apr. 1, 1881.	Sept. 5, 1880.	July 8, 1881.	Dec. 1, 1880.	May 1, 1882	Dec. 1, 1880.	Jan. 1, 1880.	Jan. 8, 1882.	June 1, 1880.
Population of station, census 1880,	21,519	5,845	3,708	504	3,026	25,539	4,123	3,222	5,092	2,515	2,102	12,049	12,261	49,399	6,935	45,850
Number of circuits carrying one subscriber,	101	12	1	....	16	38	26	23	36	21	19	27	25	127	18	66
Number of circuits carrying two subscribers,	122	11	2	....	23	36	12	5	14	5	6	5	9	39	11	75
Number of circuits carrying over two subscribers,	22	9	..	1	19	14	7	6	17	1	8	7	5	61	4	93
Total number of circuits,	245	32	3	1	60	88	45	34	67	27	33	39	39	227	33	234
Miles of wire on poles,	250	35	5	5	128	156	78	90	118	35	90	82	75	334	39	434
Miles of wire on buildings,	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Total miles of wire,	250	35	5	5	128	156	78	90	118	35	90	82	75	334	39	434
Number of branch offices,	2	....	....	....	....	2	....	....	2	1	....	1	1	2	....	....
Number of trunk lines from central to branch office,	3	....	....	....	....	3	....	....	2	1	....	1	1	2	....	....
Number of conversations between subscribers per month, estimated,	53,980	8,686	695	1,251	22,430	28,290	13,100	8,900	17,820	4,864	8,899	9,400	8,895	66,460	11,230	72,400
Number of operators employed in central office,	8	1	1	1	3	5	2	2	4	2	3	2	2	8	1	8
Total number of employes,	11	2	1	1	4	6	3	3	6	2	4	3	4	13	2	11
Style of central office system and apparatus,	Williams'& West'n Electric.	Williams'.	Spring Tacks.	Spring Tacks.	West'n Electric.	West'n Electric and Williams'.	Williams'.	Williams'.	West'n Electric and Wms'.	Williams'.	Williams'.	Williams'.	Williams'.	West'n Electric.	West'n Electric.	West'n Electric.
Number of subscribers to exchange,	424	61	5	9	161	189	94	64	128	35	64	67	64	478	81	520
Present established rates,																
For telephone and transmitter, per month, residence,	$3 00	$3 00	$3 00	$3 00	$3 00	$3 00	$3 00	$3 00	$3 00	$3 00	$3 00	$3 00	$3 00	$3 75	$3 75	$3 75
For telephone and transmitter, per month, business place,	$4 00	$4 00	$3 00	$3 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 00	$4 50	$4 12½	$4 50

ASSETS.

Cash on hand,	$9,907	84
Supplies on hand,	2,220	62
Stock in treasury,	14,000	00
Construction and equipment,	515,002	52
License,	275,100	00
Due from sundry persons,	10,045	60
Furniture,	1,623	93
Dividends and taxes,	19,892	13
	$847,792	64

LIABILITIES.

Capital stock,	$800,000	00
Ticket account,	878	51
Advance earnings,	2,153	80
Undivided profits,	5,667	04
Due to sundry persons,	2,349	38
Earnings nine months, March 1, 1885, to Dec. 31, 1885,	36,743	91
	$847,792	64

Stock and Dividends.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: April 23, 1885, three per cent. (semi-annual,) on $630,953 00; October 22, 1885, three per cent. (semi-annual,) on $638,900 00.

Amount paid in dividends, cash, $38,095 59.

Citizens' Telephone.

Allegheny county, ss:

Before me, the subscriber, personally appeared Norman May, who, being duly sworn, deposes and says that he was formerly treasurer of the Citizens' Telephone Company; that for the past two years and upwards the said company has transacted no business whatever, and has practically abandoned its organization and ceased to exist; and for the foregoing reasons the affiant says it is impossible to make the report required now by the Honorable the Secretary of Internal Affairs, and further saith not.

NORMAN MAY.

Sworn to and subscribed before me, this 16th day of April, A. D. 1886.

J. C. SLACK, *Notary Public.*

Clay Commercial Telephone.

Year ending December 31, 1885.

Officers.	Residences.
John C. Scott, President,	335 Walnut street, Philadelphia, Pa.
James McMillen, First Vice President,	Johnstown, Pa.
George W. Bratton, Second Vice President and General Manager,	424 South Broad street, Philadelphia, Pa.
W. Harrison Godwin, Secretary,	1532 Pine street, Philadelphia, Pa.
Samuel P. Godwin, Treasurer,	1532 Pine street, Philadelphia, Pa.

General offices at 1017 Chestnut street, Philadelphia, Pa.

Directors.	Residences.
John C. Scott,	335 Walnut street, Philadelphia, Pa.
James McMillen,	Johnstown, Pa.
George W. Bratton,	424 South Broad street, Philadelphia, Pa.
Samuel P. Godwin,	1532 Pine street, Philadelphia, Pa.
James M. C. Creighton,	247 South Fourth street, Philadelphia, Pa.
John Marston, junior,	133 South Third street, Philadelphia, Pa.
Thomas C. Else,	53 North Third street, Philadelphia, Pa.
William G. Bailey,	232 Market street, Philadelphia, Pa.
James R. Young,	Washington, D. C.

W. Harrison Godwin, being duly sworn according to law, deposes and says that he is Secretary of the Clay Commercial Telephone Company; that on the 24th day of April, 1884 the American Bell Telephone Company and the Bell Telephone Company of Philadelphia filed a bill of complaint in the Circuit Court of the United States for the Eastern district of Pennsylvania, alleging that the said Clay Commercial Telephone Company were infringing the patents owned by the complainants, and praying that an injunction be granted against the said Clay Commercial Telephone Company; and afterwards, on the 24th day of April, 1885, it was ordered and decreed by the said Circuit Court as follows: "It is ordered that the hearing stand over, and that in the meantime the defendants be restrained from any infringements of the patents of the complainants according to the prayer of the bill," and since the 24th day of April, 1885, the said Clay Commercial Telephone Company has not carried on business in the State of Pennsylvania, but, on the contrary, the property of the company has been levied upon and sold under judicial and other process, and the company can carry on no business until the injunction case is decided in the Circuit Court, which decision has not yet been rendered.

W. HARRISON GODWIN,
Secretary.

WITNESS:
A. P. DOUGLASS.

Curwensville Telephone.

Year ending December 31, 1885.

Officers.	Residences.
P. Kinports, President,	Grant P. O., Pa.
A. E. Patton, Secretary, Treasurer, General Manager, and General Superintendent,	Curwensville, Pa.

Directors.	Residences.
Charles E. Patton,	Curwensville, Pa.
A. E. Patton,	Curwensville, Pa.
E. S. Coolbroth,	Lumber City, Pa.
Jackson Patchon,	Burnside, Pa.
John R. Fee,	Curwensville, Pa.

Cost of Line and Equipment.

Construction,	$3,000 00

Characteristics of Line.

Length of main line, from Curwensville to Cherry Tree,	48 miles.
Length of main line in Pennsylvania,	48 miles.
Length of wire, (entire line,)	48 miles.
Length of wire in Pennsylvania,	48 miles.
Number of stations, (entire line,)	12
Number of stations in Pennsylvania,	12
Number of instruments in use, (entire line,)	12
Number of instruments in use in Pennsylvania,	12
Number of poles to the mile,	22
Number of persons employed in operating and maintaining the line: Male, 8; female, 4; total,	12
Number of persons employed in operating and maintaining the line in Pennsylvania: Male, 8; female, 4; total,	12

Expenses.

Gross expenses of entire line,	$610 76
Gross expenses in Pennsylvania,	610 76

Receipts.

Gross receipts of entire line,	$857 91
Gross receipts in Pennsylvania,	857 91

Summary of Payments.

Taxes,	$12 84

Delaware and Atlantic Telegraph and Telephone.

Year ending December 31, 1885.

Officers.	Residences.
J. Merrihew, President,	New York.
C. A. Tinker, Vice President,	New York.
W. B. Gill, Secretary and General Superintendent,	Philadelphia.
G. S. Iredell, Treasurer,	Philadelphia.

General offices at 400 Chestnut street, Philadelphia.

Directors.	Residences.
J. Merrihew,	New York.
C. A. Tinker,	New York.
Henry Bentley,	Philadelphia.
S. M. Plush,	Philadelphia.
W. B. Gill,	Philadelphia.
W. T. Westbrook,	Wilmington, Del.
S. S. Garwood,	Philadelphia.

GENERAL STATISTICS.

	Phœnixville.	Conshohocken.	Pottstown.	Norristown.	Media.	West Chester.	Darby.	Chester.	Coatesville.	Bristol.	Lenni.	Lansdale.
Date of establishment,	Sept. '83	Sept. '83	Sept. '81	Aug. '83	Nov. '81	Nov. '83	Oct. '83	Oct. '79	Jan. '83	Sept. '83	Jan. '83	Mch. '84
Estimated population of station,	7,500	5,300	10,000	15,000	2,000	7,500	1,800	2,500	3,000	600	300	1,200
Number of circuits carrying one subscriber,	13	21	38	71	32	157	9	130	7	13	14	11
Number of circuits carrying two subscribers,	....	....	3	....	2	....	....	6	....	....	....	....
Number of circuits carrying over two subscribers,	....	....	6	....	....	....	....	3	....	....	....	....
Total number of circuits,	13	21	47	71	34	157	9	139	7	13	14	11
Miles of wire on poles,	2	7	43	32	16	72	3	153	4	4	2½	5
Miles of wire on buildings,	3	1	2	5	2	2	..	8	..	1	..	.
Total miles of wire,	5	8	45	37	18	74	3	161	4	5	2½	5
Number of branch offices,	....	....	....	....	....	....	..	.	...	....	...	...
Number of trunk lines from central to branch office,	....	....	....	....	....	....	....	....	....	...	..	....
Number of conversations between subscribers per month, estimated,	4,500	3,000	4,175	4,450	3,000	4,200	3,090	8,250	2,250	2,250	1,450	1,450
Number of operators employed in central office,	1	1	2	2	1	2	1	3	1	1	1	1
Total number of employés,	1	1	2	2	1	2	1	3	1	1	1	1
Style of central office system and apparatus,	Special.	Special.	Special.	Wil'ms	Special.	W. E.	Special.	W. E.	Special.	Special.	Special.	Special.
Number of subscribers to exchange,	13	21	61	71	36	157	9	151	7	13	4	11
Present established rates.	$48	$48	$50	$48	$50	$48	$52	$66	$54	$48	$66	$52
For telephone and transmitter, per month, residence,	$3	$3	$3 33	$3	$3	$3	$3 33	$3	$3	$3	$3	$3
For telephone and transmitter, per month, business place,	$4	$4	$4 17	$4	$4 17	$4	$4 33	$5 50	$4 50	$4	$5 50	$4 33

GENERAL STATISTICS—Continued.

	Doylestown.	Berwyn.	Ardmore.	Avondale.	Wayne.	West Grove.	Whitford.	Kennett Square.	Spring City.	Parkerville.	Fernwood.	Downingtown.
Date of establishment,	May '85	Dec. '85	Sept. '85	Aug. '85	June '85	Sept. '85	July '85	Apr. '85	Jan. '85	May '85	June '85	June '85
Estimated population of station,	2,000	400	1,500	475	125	300	25	1,021	1,250	40	800	1,500
Number of circuits carrying one subscriber,	15	11	7	13	1	6	4	13	12	5	1	9
Number of circuits carrying two subscribers,	....	....	....	....	....	....	....	....	....	....	....	....
Number of circuits carrying over two subscribers,	....	....	....	....	....	....	....	....	....	....	....	....
Total number of circuits,	15	11	7	13	1	6	4	13	12	5	1	9
Miles of wire on poles,	5	6	5	4	½	2	1	4	4	2	½	3
Miles of wire on buildings,	....	....	....	....	....	....	....	....	....	....	....	....
Total miles of wire,	5	6	5	4	½	2	1	4	4	2	½	3
Number of branch offices,	....	....	....	....	....	....	....	....	....	....	....	....
Number of trunk lines from central to branch office,	....	....	....	....	....	....	....	....	....	....	....	....
Number of conversations between subscribers per month, estimated.	1,450	725	725	1,450	300	725	725	725	725	725	300	725
Number of operators employed in central office,	1	1	1	1	1	1	1	1	1	1	1	1
Total number of employés,	1	1	1	1	1	1	1	1	1	1	1	1
Style of central office system and apparatus,	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.
Number of subscribers to exchange,	15	11	7	13	1	6	4	13	12	5	1	9
Present established rates,	$52	$48	$48	$48	$36	$48	$48	$48	$48	$48	....	$48
For telephone and transmitter, per month, residence,	$3	$3	$3	$3	...	$3	$3	$3	$3	$3	....	$3
For telephone and transmitter, per month, business place,	$4 33	$4	$4	$4	$3	$4	$4	$4	$4	$4	....	$4

ASSETS.

Construction,	$55,156	09
	$55,156	09

LIABILITIES.

Capital stock,	$10,000	00
Due corporations,	24,278	79
Profit and loss,	20,877	30
	$55,156	09

Stock and Dividends.

Stock or cash dividends, ... None.

Balance for the year, or surplus,	$8,240	20
Surplus at commencement of the year,	12,637	10
Total surplus,	$20,877	30
Surplus invested as follows:		
Construction,	$20,877	30

Lykens Telegraph and Telephone.

Year ending December 31, 1885.

Officers.	Residences.
J. T. Robinson, President,	Berrysburg, Pa.
P. B. Lyter, Vice President,	Elizabethville, Pa.
I. T. Buffington, Secretary,	Elizabethville, Pa.
Cyrus Romberger, Treasurer,	——
H. H. Weaver, General Manager,	Elizabethville, Pa.

Directors.	Residences.
J. T. Robinson,	Berrysburg, Pa.
J. W. Deibler,	Berrysburg, Pa.
P. B. Lyter,	Elizabethville, Pa.
I. T. Buffington,	Elizabethville, Pa.
H. H. Weaver,	Elizabethville, Pa.

Cost of Line and Equipment.

Construction and equipment, not quite finished, ... $295 15

Characteristics of Line.

Length of main line, from Elizabethville, Pa., to Berrysburg, Pa.,	3½ miles.
Length of main line in Pennsylvania,	3½ miles.
Length of wire, (entire line,)	3½ miles.
Length of wire in Pennsylvania,	3½ miles.
Number of stations, entire line,	2
Number of stations in Pennsylvania,	2
Number of instruments in use, (entire line,)	2
Number of instruments in use in Pennsylvania,	2

Number of poles to the mile,	25
Number of persons employed in operating and maintaining the line: Males, 2; total,	2
Number of persons employed in operating and maintaining line in Pennsylvania,	2
Number of messages sent during the year, (entire line,)	193
Number of messages sent during the year in Pennsylvania,	193
Number of messages received, (entire line,)	193
Number of messages received in Pennsylvania,	193

Tariff of Rates for Transmission of Messages.

For one hundred miles or under: Twenty cents for twenty words, and one cent for each additional word.

Expenses.

Gross expenses of entire line,	$16 38
Gross expenses in Pennsylvania,	16 38

Receipts.

Gross receipts of entire line,	$42 76
Gross receipts in Pennsylvania,	42 76

ASSETS.

Line and instruments complete,	$295	15
Due us in ledger,	10	00
Balance in treasurer's hands,	31	23
	$336	38
LIABILITIES.		
Capital stock paid in,	$300	00
Profit of year's business,	36	38
	$336	38

Stock and Dividends.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: None.

Amount paid in dividends,	None.	
Balance for the year, or surplus,	$36	38
Total surplus,	36	38
Surplus invested as follows:		
Cash and loans,	26	38
Balance of accounts due company,	10	00

National Telegraph.

Year ending December 31, 1885.

Officers.	Residences.
D. H. Bates, President and General Manager,	New York city.
E. A. Leslie, Vice President,	New York city.
R. Duryee, Secretary,	Baltimore, Md.
W. H. Ijams, Treasurer,	Baltimore, Md.

Directors.	Residences.
D. H. Bates,	New York city.
E. A. Leslie,	New York city.
J. E. Zeublin,	Chicago, Ill.
W. F. Frick,	Baltimore, Md.
Andrew Anderson,	Baltimore, Md.
Dr. W. T. Barnard,	Baltimore, Md.
W. M. Buchanan,	Baltimore, Md.

Characteristics of Line.

Length of main line, from New York to Chicago,	949 miles.
Length of main line in Pennsylvania,	45 miles.
Length of wire, (entire line,)	15,920 miles.
Length of wire in Pennsylvania,	651 miles.
Number of poles to the mile,	35

Tariff of Rates for Transmission of Messages.

NUMBER OF MILES.	Rate for ten words.	Each additional word.
For one hundred miles or under,	10 to 25 cents.	1 cent.
For one hundred miles and under two hundred miles,	10 to 25 cents.	1 to 2 cents.
For two hundred miles and under three hundred miles,	10 to 40 cents.	1 to 2 cents.
For three hundred miles and under four hundred miles,	15 to 50 cents.	1 to 2 cents.
For four hundred miles and under five hundred miles,	15 to 50 cents.	1 to 2 cents.

Receipts.

Gross receipts of entire line for six months ending December 31, 1885, ... $35,392 26

Stocks and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of stock issued as stock dividends, and date of issue: None.

Rate and date of cash dividends on stock of original and consolidated companies: None.

New York and Pennsylvania Telephone and Telegraph.

Year ending December 31, 1885.

Officers.	Residences.
Charles F. Cutler, President,	New York, N. Y.
H. L. Storke, Vice President,	Auburn, N. Y.
Joel C. Clark, Secretary and Treasurer,	South Framingham, Mass.
W. N. Eastabrook, General Manager,	Elmira, N. Y.

General offices at 15 Cortlandt street, New York, N. Y.

Directors.	Residences.
Charles F. Cutler,	New York, N. Y.
H. L. Storke,	Auburn, N. Y.
Joel C. Clark,	South Framingham, Mass.
W. N. Eastabrook,	Elmira, N. Y.
R. S. Boyd,	Boston, Mass.
Charles R. Truex,	Mont Clair, N. J.
C. A. Nichols,	Springfield, Mass.

GENERAL STATISTICS.

	Bradford Ex.	Corry Ex.	Erie Ex.—Purchased 1884.	Towanda Ex.	Troy Ex.	Warren Ex.	Westfield Ex.	Montrose Ex.
Date of establishment,	1880	1879	1879	1882	1882	1880	1883	1885
Estimated population of stations,	18,000	8,000	35,000	5,000	2,500	5,000	4,000	2,000
Number of circuits carrying one subscriber,	85	24	252	62	6	64	2	.....
Number of circuits carrying two subscribers	40	5	28	5	1	16	.....	1
Number of circuits carrying over two subscribers,	14	7	19	1	.....	8	3	5
Total number of circuits,	139	36	299	68	7	88	5	6
Miles of wire on poles,	150	40	254	25	3	150	8	3
Miles of wire on buildings,	44	.....	4	1	.....	.....	.....	.....
Total miles of wire,	199	40	258	26	3	150	8	3
Number of branch offices,	1	.....	1	.....	1	1	.....	.....
Number of trunk lines from central to branch office,	2	.....	1	....	2	2	....	.....
Number of operators employed in contral office,	3	2	6	2	2	4	1	1
Total number of employés,	6	3	11	3	2	7	1	1
Style of central office system and apparatus,	Gilliland and W. Electric.	Gilliland.	Western Electric.	Western Electric.	W. Electric and Gilliland.	Western Electric.	Western Electric.	Western Electric.
Number of subscribers to exchange,	209	47	366	77	9	129	10	2
For telephone and transmitter, per month, residence,	$4 17	$3 00	$3 50 & $4 50	$3 00	$2 00	$3 00	$3 00	$2 00
For telephone and transmitter, per month, business place,	5 00	4 00	4 50 & 7 00	3 50	3 00	4 00 & 5 00	4 00	2 50

ASSETS.

Property account,	$543,810	00
License account,	350,000	00
Construction account,	179,046	85
Material on hand,	1,576	94
Cash,	19,986	40
Accounts receivable,	11,424	32
	$1,105,844	51

LIABILITIES.

Capital stock,	$1,000,000	00
Vouchers audited and unpaid,	9,245	58
Toll line receipts, unearned, (coupons sold to aid construction,)	8,661	55
Exchange and private line rentals, (rentals received in advance,)	3,235	96
Bills payable,	24,623	70
Accounts payable,	59	93
Dividend scrip account,	19,386	16
Surplus,	40,631	63
	$1,105,844	51

Stock and Dividends.

Amount of stock issued as stock dividends, and date of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: None.

Amount paid in dividends,	None.	
Balance for the year, or surplus,	$36,931	56
Surplus at commencement of the year, $12,979 75; less depreciation, $6,155 44; less uncollectible, $3,124 24,	3,700	07
Total surplus,	40,631	63

Pacific and Atlantic Telegraph.

Year ending December 31, 1885.

Officers.	Residences.
Norvin Green, President,	New York.
Roswell H. Rochester, Secretary and Treasurer,	New York.

Directors.	Residences.
Norvin Green,	New York.
Charles A. Tinker,	New York.
James Merrihew,	New York.
Roswell H. Rochester,	New York.
Thomas T. Eckert,	New York.
W. B. Gill,	Philadelphia.
Henry Bentley,	Philadelphia.

Characteristics of Line.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics separately. The returns of the Western Union Telegraph Company include all lines leased or owned by it. The length of time for which the lines are leased (as above stated) is nine hundred and ninety-nine years from January 1, 1874.

Tariff of Rates for Tansmission of Messages.

Same as those of the Western Union Telegraph Company.

Expenses.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

Receipts.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

Summary of Payments.

None. Taxes paid by lessees.

Stock and Dividends.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: None.

Pennsylvania Telephone.

Year ending December 31, 1885.

Officers.	Residences.
Hon. Francis Jordan, President,	Harrisburg, Pa.
A. R. Shellenberger, Vice President,	Harrisburg, Pa.
Martin H. Buehler, Secretary and Treasurer,	Harrisburg, Pa.
William Ker, General Manager,	Harrisburg, Pa.

Directors.	Residences.
Hon. Francis Jordan,	Harrisburg, Pa.
A. R. Shellenberger,	Harrisburg, Pa.
Charles James Bell,	Washington, D. C.
John L. Wilson,	Easton, Pa.
Michael Schall,	York, Pa.
Charles R. Truex,	Mont Clair, N. J.
O. E. Madden,	Boston, Mass.

GENERAL STATISTICS.

	Harrisburg.	Carlisle.	Lancaster.	York.	Hanover.	Reading.	Pottsville.
Date of establishment,	Jan. 20, 1880	July, 1882	1879	1878	May 11, 1881	Oct., 1879	June, 1880
Estimated population of station,	35,000	7,000	26,000	20,000	2,400	53,000	14,000
Number of circuits carrying one subscriber,	75	22	136	20	5	171	29
Number of circuits carrying two subscribers,	52	12	83	40	.....	133	19
Number of circuits carrying over two subscribers,	22	3	17	16	.....	41	32
Total number of circuits,	149	37	236	76	5	345	80
Miles of wire on poles,	168	54	374	161	14	568	282
Miles of wire on buildings,	20	3	2	8	.....	10	....
Total miles of wire,	188	57	376	169	14	578	282
Number of branch offices,	2	.....	4	.....	.....	2	3
Number of trunk lines from central to branch office,	3	.....	4	.....	.....	5	6
Number of conversations between subscribers per month, estimated,	29,334	6,048	27,250	14,071	980	65,000	22,000
Number of operators employed in central office,	5	1	5	3	1	7	1
Total number of employés,	10	2	14	4	1	15	7
Style of central office system and apparatus,	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Western Union.	Improved W. Electric.	Gilliland.
Number of subscribers to exchange,	286	55	360	123	5	571	178
For telephone and transmitter, per month, residence,	$3 00	$3 00	$3 00	$3 00	$3 00	$3 33⅓	$3 33⅓
For telephone and transmitter, per month, business place,	$4 17 & 4 00	$4 00 & 5 00	$4 00 & 4 17	3 00 4 00	4 00	4 17	4 17

GENERAL STATISTICS—Continued.

	Lebanon.	Easton.	Allentown.	Mauch Chunk.	Hackettstown.	Lambertville.
Date of establishment,	July, 1880	1880	1880	1881	1884	1880
Estimated population of station,	9,000	18,009	29,815	3,752	3,600	6,800
Number of circuits carrying one subscriber,	19	106	123	25	26	17
Number of circuits carrying two subscribers,	14	34	74	6	3	3
Number of circuits carrying over two subscribers,	8	9	41	1	2	2
Total number of circuits,	41	149	238	32	31	22
Miles of wire on poles,	120	248¾	317	62	66	19
Miles of wire on buildings,	.....	6	7	.....	.....	.....
Total miles of wire,	120	254¾	324	62	66	19
Number of branch offices,	.....	3	2	.....	1	1
Number of trunk lines from central to branch office,	.....	3	5	.....	1	1
Number of conversations between subscribers per month, estimated,	7,000	19,906	52,498	4,980	3,011	3,000
Number of operators employed in central office,	2	3	3	1	1	1
Total number of employés,	3	10	10	3	2	2
Style of general office system and apparatus,	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.
Number of subscribers to exchange,	81	197	407	42	38	30
For telephone and transmitter, per month, residence,	$3 33½	$3 33	$3 33	$3 33	$3 33	$4 00
For telephone and transmitter, per month, business place,	4 17	4 17	4 17	4 17	4 17	5 00

ASSETS.

Plant,		$471,607	93
Perpetual franchise from American Bell Telephone Company,		262,200	00
Material on hand, H. O. and branches,		5,086	02
Rentals outstanding in excess of overpaid,		4,072	08
Due from sundry sources,		9,143	75
Cash on hand and in bank,	$13,344 12		
Philadelphia and Reading railroad receivers' certificates,	936,53		
		14,280	65
		$766,390	43

LIABILITIES.

Capital stock,	$749,200	00
Sundry creditors,	4,174	59
Dividends declared and unpaid,	11,238	00
Undivided profit,	1,777	84
	$766,390	43

Stock and Dividends.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 10, 1885, quarterly of 2 per cent., and extra of 2 per cent.; April 10, 1885, quarterly of 2 per cent.; July 10, 1885, quarterly of 2 per cent., and extra of 1½ per cent.; October 10, 1885, quarterly of 1½ per cent.

Amount paid in dividends, cash, $55,037.

Philadelphia Local Telegraph.

Year ending March 31, 1885.

Officers.	Residences.
Henry Bently, President,	Philadelphia.
William P. Wheatland, Secretary and Treasurer,	Philadelphia.

General offices at 107 South Third street, Philadelphia.

Directors.	Residences.
William P. Wheatland,	Philadelphia.
George B. Dresher,	Philadelphia.
William B. Gill,	Philadelphia.
James Merrihew,	New York.
Charles A. Tinker,	New York.
Thomas T. Eckert,	New York.
John Van Horne,	New York.

Cost of Line and Equipment.

Construction cost of lines, equipment, property, rights, and franchises, ... $400,000 00

Characteristics of Line.

All lines in the city of Philadelphia from one point to another.

Length of wire, (entire line,)	160 miles.
Length of wire in Pennsylvania,	160 miles.
Number of stations, entire line,	60
Number of stations in Pennsylvania,	60
Number of instruments in use, (entire line,)	275
Number of instruments in use in Pennsylvania,	275
Number of poles to the mile about,	40
Number of persons employed in operating and maintaining the line: Male, 63; female, 34; total,	97
Number of persons employed in operating and maintaining line in Pennsylvania: Male, 63; female, 34; total,	97
Number of messages sent during the year,	361,604
Number of messages sent during the year in Pennsylvania,	361,604
Number of messages received, (entire line,)	381,898
Number of messages received in Pennsylvania,	381,898
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company, in Pennsylvania,	None.

Tariff of Rates for Transmission of Messages.

For one hundred miles or under: 15 and 20 cents for ten words; 1 and 2 cents for each additional word.

We have no wire of a greater length than eight miles.

Expenses.

Gross expenses of entire line,	$92,587 66
Gross expenses in Pennsylvania,	92,587 66

Receipts.

Gross receipts of entire line,	$173,467 53
Gross receipts in Pennsylvania,	173,467 53

Summary of Payments.

For construction of new lines and purchase of telegraph property, stock, &c.,	$58,117	83
Dividends,	20,000	00
Miscellaneous,	87,399	45
Taxes,	5,188	21
Surplus fund balance,	2,762	05
Total,	$173,467	53
Total amount of surplus fund,	$114,486	53

ASSETS.

Construction, equipment, plant, &c.,	$335,137	16
Amount invested in stocks, memberships, &c., in other companies,	179,349	37
Cash accounts due and unpaid,	817	89
Cash balance,	5,944	16
	$521,248	58

LIABILITIES.

Capital stock,	$400,000	00
Unfunded surplus invested in construction, equipment, purchase of new property, stocks, &c.,	114,486	53
Profit and loss, undivided dividend and balance,	6,762	05
	$521,248	58

Stock and Dividends.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: June 30, 1884, two per cent.; Sept. 30, 1884, one per cent.; Dec. 31, 1884, one per cent.; March 31, 1885, one per cent.

Amount paid in dividends, cash,	$20,000	00
Balance for the year, or surplus,	2,762	05
Surplus at commencement of the year,	2,127	43
Total surplus,	2,762	05
Surplus invested as follows:		
Cash and accounts due company,	2,762	05

Philadelphia, Reading and Pottsville Telegraph.

Year ending November 30, 1885.

Officers.	Residences.
George deB. Keim, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
O. W. Stager, General Superintendent,	Reading.

General offices at 227 South Fourth street, Philadelphia.

Directors.	Residences.
Robert H. Sayre,	Bethlehem.
Joseph Wharton,	Philadelphia.
G. A. Nicolls,	Reading.
Vacancy.	

Cost of Line and Equipment.

Construction,	$196,266	63
Equipment,	57,792	85
Total,	$254,059	48

Characteristics of Line.

Length of main line, from Philadelphia, Pa., to Pottsville, Pa.,	101 miles.
Length of main lines in Pennsylvania,	869¾ miles.
Length of sub-marine cables, (entire line,)	500 feet.
Length of wire, (entire line,)	3,157 miles.
Number of stations, entire line,	391
Number of instruments in use, (entire line,)	798
Number of poles to the mile,	31 to 37
Number of persons employed in operating and maintaining the line: Male, 658; female, 16; total,	674
Number of messages sent during the year, (entire line,)	379,442
Number of messages received, (entire line,)	379,442

Tariff of Rates for Transmission of Messages.

NUMBER OF MILES.	Rate for ten words.	Each additional word.
For one hundred miles or under,	15, 20 & 25 cents.	1 & 2 cents.
For one hundred miles and under two hundred miles,	25 cents.	2 cents.
For two hundred miles and under three hundred miles,	25 cents.	2 cents.

Expenses.

Gross expenses of entire line,	$56,649 13

Receipts.

Gross receipts of entire line,	$95,844 71

Summary of Payments.

Maintenance and repairs,	$18,063	47
Salaries,	29,967	25
Office expenses and stationery,	6,828	82
Interest,	12,000	00
Dividends,	20,000	00
Miscellaneous,	16	81
Taxes,	1,772	78
Total,	$88,649	13

ASSETS.

Construction,	$196,266	63
Equipment,	57,792	85
Materials,	7,095	43
Cash,	10,922	27
Sundry debits,	9,380	48
	$281,457	66

LIABILITIES.

Capital stock,	$20,000	00
Debenture bonds,	200,000	00
Sundry dividends,	225	00
Coupons due December 1, 1885,	6,000	00
Sundry credits,	29,279	08
Profit and loss,	25,953	58
	$281,457	66

Stock and Dividends.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 24, 1885, one hundred per cent.

Amount paid in dividends, cash, $20,000.

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*Philadelphia and Seaboard Telegraph.**

Year ending 1885.

Officers.	Residences.
George B. Pennock, President and General Manager,	Brooklyn, N. Y.
A. R. Minocks, Secretary,	Newark, N. J.
Charles A. Wilson, Treasurer,	Philadelphia, Pa.

General offices at Fuller building, Jersey City, N. J.

Directors.	Residences.
George B. Pennock,	Brooklyn, N. Y.
George Sturges,	Philadelphia, Pa.
Charles A. Wilson,	Philadelphia, Pa.
Charles W. Burns,	Philadelphia, Pa.
A. R. Minocks,	Newark, N. J.

Cost of Line and Equipment.

Construction, about	$3,500 00

Characteristics of Line.

Length of sub-marine cables, (entire line,) formerly Camden to Philadelphia,	⅞ miles.
Number of messages received, (entire line.) about	3
Number of messages received in Pennsylvania, when cable destroyed by anchor of boat,	3

Expenses.

Gross expenses of entire line: Construction, about	$4,000 00

Summary of Payments.

For construction of new lines of cables, destroyed almost as soon as laid,	$4,000 00

Stock and Dividends.

Amount of common stock now outstanding in shares of one dollar each,	$150,000 00

*Since November 23, 1885, name of company is Pennock Underground Conduit and Surface Telegraph Company of New Jersey.

Postal Telegraph and Cable.

Year ending January 1, 1886.

Officers.	Residences.
George S. Coe, First Vice President,	New York city.
Henry Rosener, Second Vice President and General Manager,	New York city.
George R. Williamson, Secretary,	New York city.
George S. Hart, Treasurer,	New York city.
John H. Emerick, General Superintendent,	New York city.
L. D. Parker, General Superintendent,	Chicago, Ill.

Cost of Line and Equipment.

Total cost of construction and equipment,	$2,310,000 00

Characteristics of Line.

Number of stations in Pennsylvania,	23
Number of instruments in use, (entire line,) about	1,100
Number of instruments in use in Pennsylvania, about	107
Number of poles to the mile,	40
Number of persons employed in operating and maintaining the line, about	400
Number of persons employed in operating and maintaining the line in Pennsylvania, about	53
Number of messages sent during the year, (entire line,) estimated,	1,100,000
Number of messages sent during the year in Pennsylvania, estimated,	150,000
Number of messages received, (entire line,) estimated,	1,100,000
Number of messages received in Pennsylvania, estimated,	150,000
Value of real estate owned by the company, exclusive of line, about	$25,000 00

Tariff of Rates for Transmission of Messages.

For one hundred miles or under: 25 cents for twenty words; 1 cent for each additional word. For one hundred miles and under five hundred miles: 25 cents for twenty words.

Expenses.

Gross expenses of entire line, about	$290,000 00
Gross expenses in Pennsylvania, about	20,000 00

Receipts.

Gross receipts of entire line, about	$240,000 00
Gross receipts in Pennsylvania, about	15,000 00

Stock and Dividends.

Amount of common stock now outstanding: Whole amount.

Rockhill Telegraph.

Year ending November 30, 1885.

Officers.	Residences.
William A. Ingham, President,	Philadelphia.
W. B. Jacobs, Secretary and Treasurer,	Philadelphia.
A. W. Sims, General Manager and General Superintendent,	Orbisonia, Pa.

General offices at 320 Walnut street, Philadelphia.

Directors.	Residences.
William A. Ingham,	Philadelphia.
Ario Pardee,	Hazelton.
Edward Roberts, junior,	Philadelphia.
George B. Markle,	Philadelphia.
Percival Roberts,	Philadelphia.

Cost of Line and Equipment.

Total construction and equipment,	$4,220 13

Characteristics of Line.

Length of main line, from Mt. Union to Robertsdale,	30 miles.
Length of main line in Pennsylvania,	30 miles.
Length of wire, (entire line,)	30 miles.
Length of wire in Pennsylvania,	30 miles.
Number of stations, (entire line,)	5
Number of stations in Pennsylvania,	5
Number of instruments in use, (entire line,)	5
Number of instruments in use in Pennsylvania,	5
Number of poles to the mile,	33
Number of persons employed in operating and maintaining the line, male,	5
Number of persons employed in operating and maintaining the line in Pennsylvania, male,	5
Number of messages sent during the year, (entire line,)	454
Number of messages sent during the year in Pennsylvania,	454
Number of messages received, (entire line,)	454
Number of messages received in Pennsylvania,	454

Tariff of Rates for Transmission of Messages.

For one hundred miles or under: 25 cents for ten words; 2 cents for each additional word.

Expenses.

Gross expenses of entire line paid by East Broad Top Railroad and Coal Company, and included in their report.

Gross expenses in Pennsylvania: All.

Receipts.

Gross receipts of entire line received by East Broad Top Railroad and Coal Company, and included in their report.

Gross receipts in Pennsylvania: All.

ASSETS.

Construction and equipment,	$4,220	13
Cash in bank,	300	00
	$4,520	13
LIABILITIES.		
Capital stock,	$300	00
Unfunded debt,	4,220	13
	$4,520	13

Tioga and Morris Run Telegraph.

Year ending December 31, 1885.

Officers.	Residences.
W. S. Nearing, President,	Morris Run, Pa.
G. R. Brown, Secretary and Treasurer,	Corning, N. Y.

Directors.	Residences.
W. S. Nearing,	Morris Run, Pa.
A. J. Owen,	Fall Brook, Pa.
A. Hardt,	Wellsboro', Pa.
A. H. Gorton,	Corning, N. Y.
G. R. Brown,	Corning, N. Y.

Cost of Line and Equipment.

Construction and equipment,	$1,700 00

Characteristics of Line.

Length of main line, from Tioga to Morris Run,	28 miles.
Length of main line in Pennsylvania,	28 miles.
Length of wire, (entire line,)	28 miles.
Length of wire in Pennsylvania,	28 miles.
Number of stations, entire,	5
Number of stations in Pennsylvania,	5
Number of instruments in use, (entire line,)	5
Number of instruments in use in Pennsylvania,	5
Number of poles to the mile,	32
Number of persons employed in operating and maintaining the line: male, 5; total,	5
Number of persons employed in operating and maintaining line in Pennsylvania: male, 5; total,	5

Expenses.

Gross expenses of entire line,	$706 08		
Less paid by parties using line,	157 04		
		$549	04
Gross expenses in Pennsylvania,		549	04

Receipts.

Gross receipts of entire line,	$549 04
Gross receipts in Pennsylvania,	549 04

Western Pennsylvania Telegraph.

Year ending September 30, 1885.

Officers.	Residences.
N. C. Griswold, President,	Pittsburgh, Pa.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	Residences.
N. C. Griswold,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
S. K. Harris,	Pittsburgh, Pa.
J. A. Smith,	Baltimore, Md.

Cost of Line and Equipment.

Construction,	$462 67

Characteristics of Line.

Length of main line, from Willow Grove to Sharpsburg, Pa.,	3½ miles.
Length of main line in Pennsylvania,	3½ miles.
Length of wire, (entire line,)	7 miles.
Length of wire in Pennsylvania,	7 miles.
Number of poles to the mile,	33

Western Union Telegraph.

Year ending December 31, 1885.

Officers.	Residences.
Norvin Green, President,	New York.
Thomas T. Eckert, Vice President,	New York.
Harrison Durkee, Vice President,	New York.
John Van Horne, Vice President,	New York.
George J. Gould, Vice President,	New York.
R. C. Clowry, Vice President,	Chicago, Illinois.
A. R. Brewer, Secretary,	New York.
R. H. Rochester, Treasurer,	New York.
Thomas T. Eckert, General Manager,	New York.
Charles A. Tinker, General Superintendent,	New York.
R. C. Clowry, General Superintendent,	Chicago, Illinois.
James Merrihew, General Superintendent,	New York.

General offices at 195 Broadway, New York.

Directors.	Residences.
Norvin Green,	New York.
Thomas T. Eckert,	New York.
John T. Terry,	New York.
John Van Horne,	New York.
Harrison Durkee,	New York.
Jay Gould,	New York.
Russell Sage,	New York.
Alonzo B. Cornell,	New York.
Sidney Dillon,	New York.
George J. Gould,	New York.
Samuel Sloan,	New York.
Cyrus W. Field,	New York.
Robert C. Clowry,	Chicago, Illinois.
Percy R. Pyne,	New York.
Robert L. Kennedy,	New York.
Hugh J. Jewett,	New York.
J. Pierpont Morgan,	New York.
C. P. Huntington,	New York.
Frank Work,	New York.
George D. Morgan,	New York.
Erastus Wiman,	New York.
John J. Astor,	New York.
Chauncey N. Depew,	New York.
James W. Clendenin,	New York.
A. R. Van Nest,	New York.
Henry Weaver,	London, England.
Frederick L. Ames,	Boston, Mass.
John Hay,	Cleveland, Ohio.
William D. Bishop,	Bridgeport.
George B. Roberts,	Philadelphia.

Cost of Line and Equipment.

So great a part of this property having been acquired by absorption of, or consolidation with, other companies, whose books and records are not in our possession, or in existence, to our knowledge, the cost cannot now be stated.

Characteristics of Line.

Inclusive of all leased lines.

Length of main line,	150,568 miles.
Length of main line in Pennsylvania,	8,415 miles.
Length of sub-marine cables, (entire line.)	5,983 miles.
Length of sub-marine cables in Pennsylvania,	3 miles.
Length of wire, (entire line,)	479,412 miles.
Length of wire in Pennsylvania,	38,817 miles.
Number of stations, (entire line,)	14,194
Number of stations in Pennsylvania,	1,161
Number of instruments in use, (entire line,)	35,642
Number of instruments in use in Pennsylvania. Have no record by States.	
Number of poles to the mile,	30
Number of persons employed in operating and maintaining the line,	23,294
Number of persons employed in operating and maintaining line in Pennsylvania,	1,441
Number of messages sent during the year, (entire line,)	42,000,000
Number of messages sent during the year in Pennsylvania. Have no record by States.	
Number of messages received, (entire line,)	Same as sent.
Number of messages received in Pennsylvania. Have no record by States.	
Cost of real estate owned by the company, exclusive of line,	$3,033,674 63
Cost of real estate owned by the company in Pennsylvania,	$32,688 61

Tariff of Rates for Transmission of Messages.

In the State of Pennsylvania.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	10 cents to 25 cents.	1 cent to 2 cents.
For one hundred miles and under two hundred miles,		
For two hundred miles and under three hundred miles,		
For three hundred miles and under four hundred miles,		
For four hundred miles and under five hundred miles,		

Expenses.

Gross expenses of entire line, ... $12,050,283 89

Gross expenses in Pennsylvania. Have no account by States.

Receipts.

Gross receipts of entire line, ... $16,850,068 71

Gross receipts in Pennsylvania. Have no account by States.

Summary of Payments.

From profits of the year.

Interest,	$494,766	95
Dividends,	4,599,405	20
Taxes, $359,568 31, (included in expenses as above.)		
Total,	$5,094,172	15
Total amount of surplus fund,	$5,020,542	90

ASSETS.

Telegraph lines, stocks in other telegraph companies merged in Western Union system, franchises, patents, etc.,	$84,418,936	15
Real estate,	3,033,674	63
Stocks in telegraph and telephone companies, and other securities,	7,117,706	19
Supplies and material on hand, not issued,	189,816	01
Cash on hand, loaned or in hands of agents,	735,541	04
Sundry accounts receivable,	1,285,574	35
Sinking funds in hands of trustees,	297,028	11
	$97,078,276	48

LIABILITIES.

Capital stock,	$80,000,000	00
Funded debt,	7,204,250	00
Unfunded debt,	None.	
Sundry accounts payable, including dividend of January 15, 1886,	2,589,233	58
Stocks held through Gold and Stock Telegraph Company until 1981, without interest,	2,264,250	00
Surplus of income,	5,020,542	90
	$97,078,276	48

Stock and Dividends.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866—the date of the completion of what was at that time the most important consolidations—since when its capital stock has been increased to $80,000,000, for acquisition of stocks of other telegraph companies and of other properties.

Date payable and rate per cent. of all cash dividends on stock of original and consolidated companies declared during the year: April 15, 1885, 1½ per cent.; July 15, 1885, 1½ per cent.; October 15, 1885, 1½ per cent. January 15, 1886, 1¼ per cent.

Amount paid in dividends, cash,	$1,599,405	20
Paid to sinking fund,	39,991	00
Surplus at commencement of the year,	5,314,930	23
Total surplus,	5,020,542	90
Surplus invested: See general balance sheet.		

Williamsport and North Branch Telephone.

Year ending December 31, 1885.

Officers.	Residences.
Samuel Bryan, President,	Hughesville, Pa.
William H. Warn, Secretary,	Hughesville, Pa.
Peter Reeder, Treasurer,	Hughesville, Pa.

General offices at Hughesville, Lycoming county, Pa.

Directors.	Residences.
William Frontz,	Hughesville, Pa.
Jeremiah Kelly,	Hughesville, Pa.
J. K. Rishel,	Hughesville, Pa.
Howard Lyon,	Hughesville, Pa.
James K. Boak,	Hughesville, Pa.
J. H. Fague,	Hughesville, Pa.

Cost of Line and Equipment.

Construction,	$2,100

Characteristics of Line.

Length of main line, from Hughesville to Eaglesmere,	28 miles.
Length of main line in Pennsylvania,	28 miles.
Length of wire in Pennsylvania,	28 miles.
Number of stations, entire line,	8
Number of stations in Pennsylvania,	8
Number of instruments in use, (entire line,)	8
Number of instruments in use in Pennsylvania,	8
Number of poles to the mile, about,	28

Summary of Payments.

Dividends,	$168

Stock and Dividends.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The lines of this company are leased to the Williamsport and North Branch Railroad Company, which pays a dividend of 8 per cent. per annum as a rental. Dividends were paid May 1 and November 1.

Amount paid in dividends, cash,	$168

TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DIVIDENDS.

Name of Company.	Capital stock as authorized by law.	Amount of stock subscribed.		Total amount now paid in of capital stock.		Number of shares issued.	Amount paid in on each share.		Par value of each share.	Rate per cent. of dividends.
Addison and Northern Pennsylvania,	$600,000	$511,400	00	$511,400	00	$5,114	$100	00	$100	00
Allegheny Valley,	5,000,000	2,166,500	00	2,166,500	00	43,330	50	00	50	00
Allentown,	2,000,000	1,414,200	00	1,268,884	47	22,917	50	00	50	00
Arnot and Pine Creek,	120,000	255,000	00	255,000	00	2,550	100	00	100	5
Bachman Valley,	100,000	68,000	00	66,792	31	1,334	50	00	50	00
Bald Eagle Valley,	2,000,000	935,000	00	935,000	00	18,700	50	00	50	10
Baltimore and Cumberland Valley,	. .	. . . . .	. .	76,700	00	1,534	50	00	50	00
Baltimore and Cumberland Valley Extension,	230,000	. . . . .	. .	270,000	00	5,400	50	00	50	8½
Baltimore and Ohio Short Line,	.	3,000,000	00	3,000,000	00	60,000	50	00	50	00
Baltimore and Philadelphia,	5,000,000	5,000,000	00	3,000,000	00	100,000	.	. .	. .	00
Bangor and Portland,	250,000	250,000	00	121,100	00	1,211	100	00	100	6
Barclay Coal Company's Railroad,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	6
Bedford and Bridgeport,	600,000	599,650	00	599,650	00	11,993	50	00	50	00
Beech Creek, Clearfield and South-Western,	5,000,000	5,000,000	00	4,955,000	00	92,700	50	00	50	00
Bell's Gap,	550,000	550,000	00	550,000	00	11,000	50	00	50	8
Bellefonte, Nittany and Lemont,	300,000	. . . . .	.	300,000	00	6,000	50	00	50	00
Berlin,	. . . . .	50,000	00	50,000	00	1,000	50	00	50	00
Berlin Branch,	75,000	45,900	00	43,195	19	862	50	00	50	00
Bethlehem and Belvidere,	100,000	100,000	00	10,000	00	2,000	5	00	50	00
Bradford,	100,000	100,000	00	100,000	00	1,000	100	00	100	00
Bradford, Bordell and Kinzua,	100,000	250,000	00	250,000	00	4,650	100	00	100	00
Bradford, Bordell and Smethport,	100,000	100,000	00	100,000	00	1,000	100	00	100	00
Bradford, Eldred and Cuba,	500,000	480,000	00	480,000	00	4,800	100	00	100	00
Bradford, Richburg and Cuba,	100,000	31,000	00	31,000	00	310	100	00	100	00
Brockwayville and Punxsutawney,	250,000	250,000	00	250,000	00	2,500	100	00	100	00
Buffalo, Bradford and Pittsburgh,	. . . . .	2,286,400	00	2,286,400	00	22,864	100	00	100	*

"October 9, 1885. Dividends declared of sixty-two cents per share, out of royalty on oil."

Buffalo, New York and Philadelphia,	20,350,000	.....	..	20,319,522	07	406,373	50	00	50	00
Catawissa,	.....	4,359,500	00	4,359,500	00	87,190	50	00	50	7
Catasauqua and Fogelsville,	.....	426,900	00	426,900	00	17,076	25	00	25	12
Chartiers,	800,000	647,850	00	647,850	00	12,957	50	00	50	00
Cherry Grove,	50,000	50,000	00	10,000	00	1,000	10	00	50	00
Chester and Delaware River,	40,000	40,000	00	39,550	00	790	50	00	50	00
Chester Creek,	272,100	185,000	00	185,000	00	5,442	50	00	50	00
Chester Valley,	871,900	871,900	00	871,900	00	17,438	50	50	50	00
Chestnut Hill,	120,650	120,650	00	120,650	00	2,413	50	00	50	12
Clearfield and Jefferson,	1,000,000	.....	..	.....	..	.....	..	..	..	..
Clermont and Bradford,	150,000	.....	..	3,125	00	625	5	00	50	00
Cleveland and Pittsburgh,	11,253,500	.....	..	11,236,500	00	224,725	50	00	50	00
Colebrookdale,	500,000	300,000	00	297,215	00	5,942	50	00	50	00
Colebrook Valley,	400,000	400,000	00	400,000	00	4,000	100	00	100	00
Columbia and Port Deposit,	1,800,000	497,100	00	497,100	00	9,942	50	00	50	00
Connecting,	1,900,000	1,278,300	00	1,278,300	00	25,566	50	00	50	6
Corning, Cowanesque and Antrim,	2,000,000	2,000,000	00	2,000,000	00	40,000	50	00	50	00
Cornwall,	300,000	300,000	00	300,000	00	6,000	50	00	50	00
Cornwall and Lebanon,	200,000	200,000	00	200,000	00	2,000	100	00	100	00
Cornwall and Mt. Hope,	100,000	100,000	00	100,000	00	1,000	...	..	100	00
Coudersport and Port Allegany,	150,000	150,000	00	150,000	00	1,500	100	00	100	6
Cresson, Clearfield and New York Short Line,	1,000,000	1,000,000	00	950,000	00	19,000	50	00	50	00
Cumberland Valley,	2,110,000	1,777,850	00	1,777,850	00	35,557	50	00	50	8
Danville and Riverside,	50,000	10,900	00	3,790	00	.....	...	..	25	00
Danville and Shamokin,	500,000	250,000	00	26,710	00	.....	...	..	50	00
Delaware and Hudson Canal Co's. Railroad,	.	23,500,000	00	23,500,000	00	235,000	100	00	100	6
Delaware, Lackawanna and Western,	26,200,000	.....	.	26,200,000	00	524,000	50	00	50	7½
Delaware River and Lancaster,	1,600,000	202,800	00	21,984	00	407	...	..	50	00
Dillsburg and Mechanicsburg,	350,000	.....		89,700	00	...	50	00	50	4
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000	1,300,000	00	1,300,000	00	13,000	100	00	100	00
Easton and Bangor,	400,000	.....	..	10,000	00	2,000	10	00	50	00
East Brandywine and Waynesburg,	500,000	155,450	00	155,450	00	3,109	50	00	50	00
East Broad Top,	1,000,000	815,600	00	796,448	00	16,312	36,50	00	50	00
Eastern Heights,	300,000	15,000	00	1,500	00	300	5	00	50	00
East Mahanoy,	500,000	410,050	00	410,050	00	8,201	50	00	50	6
East Pennsylvania,	....	1,714,950	00	1,714,950	00	34,299	50	00	50	00
Ebensburg and Cresson,	100,000	42,000	00	42,000	00	840	50	00	50	00
Edgewood,	15,000	15,000	00	15,000	00	300	50	00	50	00
Elmira and Williamsport,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	6
Erie and Pittsburgh,	2,500,000	1,998,400	00	1,101,550	00	39,968	...	..	50	7
Erie and Wyoming Valley,	3,000,000	1,500,000	00	1,500,000	00	30,000	50	00	50	00
Evergreen,	25,000	25,000	00	25,000	00	500	50	00	50	00
Fairchance and State Line,	60,000	25,150	00	2,515	00	503	5	00	50	00

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.		Total amount now paid in of capital stock.		Number of shares issued.	Amount paid in on each share.		Par value of each share.	Rate per cent. of dividends.
Fayette County,	$1,500,000	$98,350	00	$125,395	71	2,148	$16	66⅔	$50	8
Fort Pitt Incline Plane,	60,000	60,000	00	60,000	00	1,200	50	00	50	00
Frankford and Holmesburg,	100,000	100,000	00	100,000	00	2,000	50	00	50	00
Germantown, Norristown and Pœnixville,	.....	150,000	00	150,000	00	1,500	100	00	100	00
Gettysburg and Harrisburg,	250,000	.....		250,000	00	5,000	50	00	50	00
Greenlick Narrow Gauge,	50,000	31,650	00	31,650	00	633	50	00	50	00
Hanover and York,	250,000	220,750	00	220,750	00	4,415	50	00	50	00
Hanover Junction, Hanover and Gettysburg,	500,000	116,850	00	116,850	00	2,337	50	00	50	4
Harrisburg Portsmouth, Mt. Joy and Lancaster,	2,500,000	1,182,550	00	1,182,550	00	23,651	50	00	50	7
Harrisburg and Potomac,	.....	218,350	00	379,165	20	3,310¼	100	00	100	00
Harrisburg and Western,	18,000,000	1,501,800	00	150,180	00	30,036	5	00	50	00
Huntingdon and Broad Top Mountain,	3,550,000	3,354,200	00	3,354,200	00	67,084	50	00	50	00
Ironton,	500,000	200,000	00	200,000	00	4,000	50	00	50	6
Jamestown and Franklin,	1,000,000	634,050	00	601,810	50	12,024	50	00	50	00
Jefferson,	.....	2,096,050	00	2,096,050	00	41,921	50	00	50	00
Junction,	250,000	250,000	00	250,000	00	5,000	50	00	50	20
Kendall and Eldred,	150,000	150,000	00	150,000	00	1,500	100	00	100	00
Kensington and Tacony,	150,000	25,000	00	2,500	00	500	5	00	50	00
Kinzua,	100,000	100,000	00	100,000	00	1,000	100	00	100	00
Lake Shore and Michigan Southern,	50,000,000	50,000,000	00	50,000,000	00	500,000	100	00	100	00
Lancaster and Reading Narrow Gauge,	500,000	123,750	00	82,720	00	1,700	50	00	50	00
Lawrence,	500,000	500,000	00	500,000	00	10,000	50	00	50	10
Lehigh and Lackawanna,	1,000,000	375,100	00	375,100	00	7,502	50	00	50	00
Lehigh Valley,	.....	33,099,100	00	33,098,700	00	661,967	50	00	50	8
Lewisburg and Tyrone,	1,200,000	1,200,000	00	1,200,000	00	24,000	50	00	50	00
Ligonier Valley,	100,000	100,000	00	100,000	00	2,000	..	.	50	00

Little Saw-Mill Run,	250,000	188,750	00	144,375	00	3,775	...	..	50	00
Little Schuylkill Navigation,	.	.....	..	2,487,850	00	49,757	50	00	50	7
Littlestown,	75,000	53,570	00	34,850	00	697	50	00	50	00
Loyalsock,	300,000	150,000	00	36,487	24	3,000	..		50	00
Lykens Valley,	800,000	600,000	00	600,000	00	30,000	20	00	20	11
Martin's Creek,	40,000	40,000	00	4,000	00	.....	10	00	100	00
McKean and Buffalo,	400,000	390,000	00	388,200	00	7,760	50	00	50	00
Meadville and Linesville,	200,000	200,000	00	200,000	00	4,000	50	00	50	00
Mifflin and Centre County,	1,000,000	167,775	00	167,775	00	33,555½	50	00	50	6
Mill Creek and Mine Hill Navigation,	323,375	323,375	00	323,375	00	12,935	25	00	25	10
Milton and North Mountain,	200,000	30,000	00	3,245	00	..	.		50	00
Mine Hill and Schuylkill Haven,	...	4,081,900	00	4,081,900	00	81,638	50	00	50	7
Monongahela Connecting,	30,000	30,000	00	3,000	00	300	10	00	100	00
Monongahela Incline Plane,	20,000	123,600	00	123,600	00	2,472	50	00	50	00
Monongahela North Shore,	600,000	12,000	00	2,200	00	12,000		18½	50	00
Mont Alto,	500,000	110,000	00	110,000	00	4,400	25	00	25	00
Montour,	100,000	...		100,000	00	...	50	00	50	00
Montrose,	500,000	319,700	00	304,900	00	6,098	50	00	50	00
Mount Carbon and Port Carbon,	282,350	282,350	00	282,350	00	5,647	50	00	50	12
Mount Oliver Incline Plane,	100,000	83,200	00	31,616	00	1,664	19	00	50	00
Mount Pleasant and Broad Ford,	1,000,000	152,500	00	150,500	00	3,010	50	00	50	00
Mount Pleasant and Latrobe,	65,000	65,000	00	65,000	00	...	5	00	50	00
Nesquehoning Valley,	2,000,000	1,400,000	00	1,400,000	00	28,000	50	00	50	5
Newry,	15,000	...		11,925	00	477	25	00	25	00
New Brighton and New Castle,	210,000	400,000	00	400,000	00	8,000	50	00	50	12
New Castle and Beaver Valley,	700,000	700,000	00	700,000	00	....	.	.		10
New Castle and Butler,	20,000	...		20,000	00	400	50	00	50	00
New Castle Railroad and Mining,	100,000	100,000	00	100,000	00	2,000	50	00	50	00
New York, Chicago and St. Louis,	50,000,000	50,000,000	00	50,000,000	00	500,000	100	00	100	00
New York, Lackawanna and Western,	60,000	.....	..	12,000	00	240	50	00	50	00
New York, Lake Erie and Western,	86,536,900	.....		85,240,500	00	....	.		.	00
New York, Lake Erie and Western Coal,	500,000	500,000	00	500,000	00	5,000	100	00	100	00
New York, Pennsylvania and Ohio,	45,000,000	..	.	45,000,000	00	899,987	...	..	50	00
New York, Ridgway and Pittsburgh,	200,000	200,000	00	.		...	...	..	50	00
New York, Susquehanna and Western,	21,000,000	..		21,000,000	00	..	..	.	50	00
Northern Central,	8,000,000	6,500,000	00	6,500,000	00	130,000	50	00	50	8
North-East Pennsylvania,	400,000	81,550	00	81,550	00	1,631	50	00	50	00
North Pennsylvania,	1,500,000	4,556,550	00	4,556,550	00	91,131	50	00	50	8
North and West Branch,	1,500,000	1,500,000	00	1,500,000	00	30,000	50	00	50	5
Ohio and Baltimore Short Line,	1,060,000	290,000	00	290,000	00	5,800	50	00	50	00
Oil City and Ridgway,	300,000	...	.	...	.	1,731	.		50	00
Olean, Bradford and Warren,	300,000	150,000	00	150,000	00	1,500	100	00	100	00
Pennsylvania,	151,700,000	94,777,850	00	94,777,850	00	1,895,557	50	00	50	5

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.		Total amount now paid in of capital stock.		Number of shares issued.	Amount paid in on each share.		Par value of each share.	Rate per cent. of dividends.
Pennsylvania Coal Company's Railroad,	$5,850,329	$5,000,000	00	$5,000,000	00	100,000	$50	00	$50	16
Pennsylvania Company,	100,000	20,000,000	00	20,000,000	00	400,000	50	00	50	00
Pennsylvania and New York Canal and Railroad,	.....	5,061,700	00	5,061,700	00	61,284	..		.	7
Pennsylvania Schuylkill Valley,	.....	4,970,000	00	4,970,000	00	99,400	50	00	50	00
Pennsylvania and Western,	.....	....		100,000	00	2,000	50	00	50	00
People's,	250,000	250,000	00	100,000	00	5,000	20	00	50	00
Perkiomen,	50,000	40,100	00	38,040	00	756	50	00	50	00
Philadelphia and Baltimore Central,	2,500,000	2,495,650	00	2,495,650	00	49,913	50	00	50	00
Philadelphia and Erie,	12,400,000	7,975,000	00	10,375,000	00	207,500	50	00	50	00
Philadelphia, Germantown and Chestnut Hill,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	00
Philadelphia, Germantown and Norristown,	2,500,000	2,246,900	00	2,246,900	00	44,938	50	00	50	12
Philadelphia and Lehigh Valley,	2,000,000	200,000	00	40,000	00	..	10	00	50	00
Philadelphia and Midland,	1,000,000	250,000	00	250,000	00	5,000	50	00	50	00
Philadelphia, Newtown and New York,	3,000,000	1,200,000	00	1,200,000	00	2,400	50	00	50	00
Philadelphia and Northern,	200,000	200,000	00	20,000	00	4,000	5	00	50	00
Philadelphia and Reading,	..	.....		37,669,925	28	753,398½	50	00	50	00
Philadelphia and Trenton,	2,000,000	1,259,100	00	1,259,100	00	12,591	100	00	100	10
Philadelphia, Wilmington and Baltimore,	..	....		11,819,350	00	236,387	50	00	50	8
Pickering Valley,	100,000	96,850	00	95,655	00	1,846	50	00	50	00
Pine Creek,	1,000,000	....	.	1,000,000	00	20,000	50	00	50	00
Pittsburgh and Castle Shannon,	1,000,000	481,400	00	481,400	00	9,628	50	00	50	1½
Pittsburgh, Chartiers and Youghiogheny,	600,000	593,600	00	593,600	00	11,872	50	00	50	00
Pittsburgh, Cincinnati and St. Louis,	13,500,000	8,437,200	00	8,437,200	00	168,744	50	00	50	00
Pittsburgh and Connellsville,	5,000,000	2,340,474	50	1,956,091	05	38,888	50	00	50	00
Pittsburgh, East End,	250,000	75,000	00	10,800	00	1,130	5	00	50	00
Pittsburgh, Fort Wayne and Chicago,	6,500,000	30,491,085	71	30,491,085	71	304,910	100	00	100	7

Pittsburgh Junction,	720,000	1,440,000	00	1,440,000	00	28,800	...	..	50	00
Pittsburgh and Lake Erie,	2,050,000	2,050,000	00	2,050,000	00	41,000	50	00	50	00
Pittsburgh and Mansfield,	50,000	...	..	...	..	...	...		.	00
Pittsburgh, McKeesport and Youghiogheny,	4,000,000	4,000,000	00	3,100,000	00	62,000	50	00	50	00
Pittsburgh and North-Eastern,	1,625,000	1,525,000	00	152,500	00	..			...	00
Pittsburgh and State Line,	1,200,000	1,200,000	00	1,200,000	00	24,000	50	00	50	00
Pittsburgh, Virginia and Charleston,	2,000,000	1,505,600	00	1,505,600	00	30,100	50	00	50	00
Pittsburgh and Western,	7,250,000	7,250,000	00	7,250,000	00	145,000	50	00	50	00
Plymouth,	30,000	30,000	00	12,050	00	241	50	00	50	00
Point Breeze,	18,000	18,000	00	7,200	00	...	20	00	50	00
Pomeroy and Newark,	500,000	500,000	00	500,000	00	10,000	50	00	50	00
Pottsville and Mahanoy,	150,000	150,000	00	150,000	00	3,000	50	00	50	00
Reading and Columbia,	...	961,500	00	958,268	09	19,144	50	00	50	00
Reading and Lebanon,	300,000	165,000	00	16,500	00	3,300	5	00	50	00
Reading, Marietta and Hanover,	....	250,000	00	250,000	00	5,000	50	00	50	00
Rew City and Eldred,	150,000	150,000	00	111,000	00	1,110	100	00	100	00
Ridgway and Clearfield,	1,000,000	491,000	00	491,000	00	9,820	50	00	50	00
Ridgway and Oil City,	360,000	180,500	00	180,500	00	3,610	5	00	50	00
Riegelsville,	50,000	5,000	00	5,000	00	100	50	00	50	00
River Front,	216,000	216,000	00	216,000	00	4,320	50	00	50	5
Rochester and Pittsburgh,	20,000,000	20,000,000	00	20,000,000	00	200,000	100	00	100	00
Saint Clair Inclined,	60,000	3,250	00	...	..	...	...		50	00
Salisbury,	200,000	117,800	00	117,800	00	2,356	50	00	50	00
Schuylkill River, West Side,	120,000	15,000	00	1,500	00	300	5	00	50	00
Schuylkill Valley Navigation Railroad,	576,050	576,050	00	576,050	00	11,521	50	00	50	5
Shamokin, Sunbury and Lewisburg,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	. 00
Shamokin Valley and Pottsville,	1,500,000	869,450	00	869,450	00	17,389	50	00	50	6
Sharon,	500,000	410,350	00	410,350	00	8,207	50	00	50	7
Sharpsville,	350,000	350,000	00	350,000	00	7,000	50	00	50	00
Sharon and State Line,	60,000	4,000	00	400	00	....	5	00	50	00
Sheffield and Spring Creek,	100,000	...		3,000	00	400	7	50	00	00
Shenango and Allegheny,	200,000	200,000	00	200,000	00	4,000	50	00	50	00
Sherrick Run,	500,000	500,000	00	50,000	00	..	5	00	50	00
Sinnemahoning and Sheffield,	390,000	195,000	00	19,500	00	3,900	5	00	50	00
Sinnemahoning Valley,	90,000	...		58,300	00	583	100	00	100	00
Slate Ridge and Delta,	...	4,500	00	2,700	00	50	...	..	00	00
Slate Run,	100,000	56,000	00	36,000	00	.....	..		.	00
Somerset County,	200,000	100,000	00	74,493	00	2,000	37	15	50	00
Somerset and Cambria,	...	1,000,000	00	1,000,000	00	20,000	50	00	50	00
South Mountain,	200,000	200,000	00	200,000	00	...				00
South Pennsylvania,	10,800,000	6,118,000	00	6,118,000	00	122,360	50	00	50	00
Southern Pennsylvania,	800,000	...		800,000	00	16,000	..		50	00
South-West Pennsylvania,	1,000,000	816,500	00	816,500	00	16,330	50	00	50	10

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
State Line,	$260,000	$260,000 00	$26,000 00	5,200	$5 00	$50	00
State Line and Sullivan,	...	989,750 00	989,750 00	19,795	50 00	50	00
Stewartstown,	100,000	50,250 00	42,345 00	1,005	. .	50	00
Stony Creek,	...	176,100 00	176,100 00	3,522	50 00	50	00
Susquehanna and Clearfield,	1,000,000	286,000 00	286,000 00	5,720	50 00	50	00
Sunbury, Hazleton and Wilkes-Barre,	1,000,000	1,000,000 00	1,000,000 00	20,000	50 00	50	6
Sunbury and Lewistown,	600,000	. .	39,000 00	12,000	3 25	50	18
Tioga,	1,000,000	580,900 00	580,900 00	11,618	50 00	50	00
Tionesta and Clarion,	1,500,000	456,000 00	45,600 00	9,120	5 00	50	00
Tionesta Valley,	100,000	100,000 00	100,000 00	2,000	50 00	50	00
Tipton,	50,000	...	... . .	5,000	50 00	50	00
Tresckow,	250,000	130,000 00	130,000 00	2,600	50 00	50	00
Turtle Creek and Allegheny River,	250,000	21,550 00	. . .	431	5 00	50	00
Tyrone and Clearfield,	1,000,000	1,000,000 00	1,000,000 00	20,000	50 00	50	5
Ursina and North Fork,	20,000	20,000 00	1,000 00	. .		50	00
West Chester,	...	165,000 00	165,000 00	3,300	50 00	50	5
Warren and Farnesworth Valley,	75,000	. .	75,000 00	1,500		50	00
Waynesburg and Washington,	270,000	133,100 00	101,674 97	2,202	50 00	50	00
West Chester and Phœnixville,	250,000	25,000 00	2,500 00	. .		50	00
Western Maryland,	1,000,000	.	682,950 00	13,659	50 00	50	00
Western Pennsylvania,	4,000,000	1,022,450 00	1,022,450 00	20,499	50 00	50	6
West Penn and Shenango Connecting,	500,000	500,000 00	500,000 00	10,000	50 00	50	00
Wheeling, Pittsburgh and Baltimore,	500,000	500,000 00	500,000 00	10,000	50 00	50	00
Wilkes-Barre and Harvey's Lake,	. .	50,000 00	5,000 00	1,000	5 00	50	00
Williamsport and Clearfield,	1,500,000	. . . .	4,500 00	90	50 00	50	00
Williamsport and North Branch,	50,000	. . . . .	525,000 00	10,500	. . . . .	50	00

Wilmington and Northern,	1,500,000	1,278,050	00	1,278,050	00	25,561	50	00	50	00
Wind Gap and Delaware,	300,000	100,000	00	50,000	00	2,000	25	00	50	00
York and Peach Bottom,	375,000	. . .		249,250	00	4,930	50	00	50	00
Youghiogheny and Elizabeth,	50,000	50,000	00	5,000	00	. . .	5	00	50	00
Youghiogheny Northern,	400,000	400,000	00	400,000	00	8,000	50	00	50	6
	$708,256,154	$495,167,330	21	$752,552,648	79					

TABLE B.—DEBT AND INTEREST.

Name of Company.	Total amount now of funded debt.		Total amount now of floating debt.		Total amount now funded and floating debt.		Rate per cent. per annum of interest.
Addison and Northern Pennsylvania,	$634,680	00	$194,910	19	$829,590	19	6
Allegheny Valley,	26,122,300	00	5,210,730	00	31,333,030	00	5, 7, and 7 3/10
Allentown,	...		5,196	14	5,196	14	...
Bachman Valley,	45,000	00	16,858	53	61,858	53	5
Bald Eagle Valley,	380,000	00	...		380,000	00	6
Baltimore and Cumberland Valley,	72,800	00	...		72,800	00	6
Baltimore and Cumberland Valley Extension,	230,000	00	...		230,000	00	6
Baltimore and Ohio Short Line,	500,000	00	...		500,000	00	5
Baltimore and Philadelphia,	4,867,500	00	...		4,867,500	00	4½
Bangor and Portland,	215,800	00	15,126	13	230,926	13	6
Barclay Coal Company's Railroad,	100,000	00	...		100,000	00	5
Bedford and Bridgeport,	1,000,000	00	6,107,500	00	7,107,500	00	7
Beech Creek, Clearfield and South-Western,	5,000,000	00	1,300,000	00	6,300,000	00	6
Bell's Gap,	539,000	00	...		539,000	00	6
Bellefonte, Nittany and Lemont,	300,000	00	...		300,000	00	6
Berlin,	...		12,886	24	12,886	24	...
Berlin Branch,	40,300	00	8,346	06	48,646	06	6
Bradford Bordell and Kinzua,	500,000	00	35,246	47	535,246	47	6
Bradford, Eldred and Cuba,	560,000	00	194,691	14	754,691	14	6
Buffalo, Bradford and Pittsburgh,	580,000	00	...		580,000	00	7
Buffalo, New York and Philadelphia,	24,471,374	60	3,605,393	88	28,076,768	48	6 and 7
Catawissa,	1,802,350	00	...		1,802,350	00	5, 6, 7, and 10
Catasauqua and Fogelsville,	...		138,000	00	138,000	00	...
Chartiers,	500,000	00	107,487	87	607,487	87	7
Chester and Delaware River,	...		195,100	99	195,100	99	...
Chester Creek,	185,000	00	...		185,000	00	6
Chester Valley,	500,000	00	350,000	00	850,000	00	7
Cleveland and Pittsburgh,	5,352,348	63	...		5,352,348	63	6 and 7
Colebrookdale,	600,000	00	119,064	01	719,064	01	6

Colebrook Valley,	.....	..	85,000	00	85,000	00	.....	
Columbia and Port Deposit,	1,882,000	00	907,550	00	2,789,550	00	7	
Connecting,	991,000	00	514,503	73	1,505,503	73	6	
Corning, Cowanesque and Antrim,	1,250,000	00	.....	..	1,250,000	00	6	
Cornwall,	.....	..	55,745	48	55,745	48	.....	
Cornwall and Lebanon,	150,000	00	141,066	55	291,066	55	5	
Cornwall and Mt. Hope,	.....	..	87,178	55	87,178	55	.....	
Cumberland Valley,	270,500	00	.....	..	270,500	00	8	
Cresson, Clearfield and New York Short Route,	750,000	00	3,800	00	753,800	00	6	
Danville and Riverside,	.....		368	23	368	23	.....	
Delaware and Hudson Canal Company's Railroad,	15,378,000	00	.....	..	15,378,000	00	7	
Delaware, Lackawanna and Western,	3,674,000	00	.....		3,674,000	00	7	
Delaware River and Lancaster,	2,000,000	00	1,550	00	2,001,550	00	6	
Dillsburg and Mechanicsburg,	100,000	00	.		100,000	00	6	
Dunkirk, Allegheny Valley and Pittsburgh,	3,200,000	00	231,840	86	3,431,840	86	7	
Easton and Bangor,	400,000	00	.....		400,000	00	6	
East Brandywine and Waynesburg,	375,000	00	248,293	50	623,293	50	7 and 8	
East Broad Top,	500,000	00	55,314	08	555,344	08	4	
East Pennsylvania,	495,900	00	.....	.	495,900	00	7	
Ebensburg and Cresson,	80,000	00	.....	..	80,000	00	6	
Edgewood,	.....		19,532	64	19,532	64	.....	
Elmira and Williamsport,	1,570,000	00	.....		1,570,000	00	5 and 6	
Erie and Pittsburgh	3,262,000	00	21,886	04	3,283,886	04	7	
Erie and Wyoming Valley,	2,500,000	00	256,589	57	2,756,589	57	6	
Evergreen,	.....		34,148	42	34,148	42	.....	
Fort Pitt Incline Plane,	30,000	00	2,635	05	32,635	05	6	
Frankford and Holmesburg,	50,000	00	.....		50,000	00	7	
Gettysburg and Harrisburg,	280,000	00	72,378	96	352,378	96	6	
Greenlick Narrow Gauge,	.....		4,360	16	4,360	16	.....	
Hanover and York,	150,000	00	44,600	00	194,600	00	5	
Hanover Junction, Hanover and Gettysburg,	250,000	00	4,000	00	254,000	00	6	
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000	00	.....		700,000	00	4	
Harrisburg and Potomac,	507,200	00	433,739	86	940,939	86	7	
Huntingdon and Broad Top Mountain,	2,399,395	00	.....		2,399,395	00	5 and 7	
Jamestown and Franklin,	708,000	00	1,183,159	40	1,981,159	40	7	
Jefferson,	2,300,000	00	.....	..	2,300,000	00	7	
Junction,	725,000	00	.....	..	725,000	00	4½ and 6	
Lake Shore and Michigan Southern,	47,466,000	00	.....	..	47,466,000	00	7 and 8	
Lancaster and Reading Narrow Gauge,	350,000	00	.....	..	350,000	00	7	
Lawrence,	355,000	00	.....	..	355,000	00	7	
Lehigh and Lackawanna,	600,000	00	1,111	66	601,111	66	7	
Lehigh Valley,	25,647,000	00	.....	..	25,647,000	00	6 and 7	
Lewisburg and Tyrone,	.....	..	362,113	29	362,113	29	.....	

TABLE B.—DEBT AND INTEREST—Continued.

NAME OF COMPANY.	Total amount now of funded debt.		Total amount now of floating debt.		Total amount now funded and floating debt.		Rate per cent. per annum of interest.
Ligonier Valley,	43,484	59	6,171	79	49,656	38	6
Little Saw-Mill Run,	$179,000	00	$300,000	00	$182,000	00	6
Littlestown,	40,000	00	15,870	91	55,870	91	5
Martin's Creek,	. . . . .		17,741	56	17,741	56	. . . . .
Meadville and Linesville,	150,000	00	. . . . .	. .	150,000	00	6
Mifflin and Centre County,	200,000	00	. . . . .	. .	200,000	00	6
Monongahela Incline Plane,	100,000	00	15,666	66	115,666	66	5
Mont Alto,	125,000	00	. . . . .	.	125,000	00	7
Montrose,	15,000	00	. . . . .		15,000	00	7
Mount Oliver Incline Plane,	45,000	00	3,000	00	48,000	00	6
Nesquehoning Valley,	. . . . .	. .	5,774	58	5,774	58	. . . . .
Newry,	. . . . .	. .	25,131	72	25,131	72	. . . . .
New Brighton and New Castle,	400,000	00	. . . . .	. .	400,000	00	5
New Castle Railroad and Mining,	3,500	00	. . . . .	. .	3,500	00	6
New York, Chicago and St. Louis,	20,046,000	00	2,710,000	00	22,756,000	00	6 and 7
New York, Lake Erie and Western,	75,268,485	10	. . . . .		75,268,485	10	Not stated.
New York, Lake Erie and Western Coal,	3,000,000	00	91,183	62	3,091,183	62	6
New York, Pennsylvania and Ohio,	98,483,665	00	614,372	78	99,098,037	78	5, 6, and 7
Northern Central,	14,901,000	00	. . . . .	.	14,901,000	00	4½, 5, and 6
North-East Pennsylvania,	160,000	00	249,039	75	409,039	75	7
North Pennsylvania,	7,021,500	00	. . . .		7,021,500	00	6 and 7
New York, Susquehanna and Western,	6,850,000	00	1,412,984	94	8,262,984	94	4, 5, and 6
North and West Branch,	1,500,000	00	. . . .	.	1,500,000	00	6
Ohio and Baltimore Short Line,	500,000	00	629,144	50	1,129,144	50	5
Oil City and Ridgway,	15,000	00	. . . . .	.	15,000	00	6
Pennsylvania,	63,388,690	00	. . . . .		63,388,690	00	4½, 5, and 6
Pennsylvania Coal Company's Railroad,	. . . . .	. .	454,301	10	454,301	10	. . . . .
Pennsylvania Company,	15,531,000	00	4,772,326	87	20,303,326	86	4½ and 6
Pennsylvania and New York Canal and Railroad,	3,000,000	00	1,332,752	47	4,332,752	47	7

Pennsylvania Schuylkill Valley,	4,800,000	00	8,704	89	4,808,704	89	5
Pennsylvania and Western,	200,000	00	. . .		200,000	00	6
People's,	15,000	00	14,523	04	29,523	04	6
Perkiomen,	1,924,600	00	781,120	42	2,705,720	42	6
Philadelphia and Baltimore Central,	2,100,000	00	2,161,512	50	2,161,512	50	5 and 7
Philadelphia and Erie,	19,419,000	00	.		19,419,000	00	4½, 5, 6 and 7
Philadelphia, Germantown and Chestnut Hill,	1,000,000	00	153,375	29	1,153,375	29	4½
Philadelphia Midland,	250,000	00	. . . . .		250,000	00	5
Philadelphia, Newtown and New York,	700,000	00			700,000	00	6
Philadelphia and Reading,	93,904,877	92	9,851,747	34	103,756,625	26	5, 6 and 7
Philadelphia, Wilmington and Baltimore,	3,500,000	00	136,666	66	3.636,666	66	5 and 6
Pickering Valley,	332,300	00	381,059	42	713,359	42	7
Pine Creek,	3,500,000	00	352,586	76	3,852,586	76	6
Pittsburgh and Castle Shannon,	62,257	82	7,940	99	70,198	81	7
Pittsburgh, Chartiers and Youghiogheny,	457,000	00	83,259	56	540,259	56	6
Pittsburgh, Cincinnati and St. Louis,	12,617,000	00	3,050,554	98	15,667,554	98	5, 6 and 7
Pittsburgh and Connellsville,	20,718,600	00	78,744	90	20,797,344	90	5, 6 and 7
Pittsburgh East End,	.		3,839	59	3,839	59	. . . . .
Pittsburgh, Fort Wayne and Chicago,	12,510,000	00	. . . . .	. .	12,510,000	00	7
Pittsburgh Junction,	440,000	00	. . .	.	440,000	00	6
Pittsburgh and Lake Erie,	2,000,000	00	964,434	06	2,964,434	06	6
Pittsburgh, McKeesport and Youghiogheny,	3,100,000	00	. . .		3,100,000	00	6
Pittsburgh, Virginia and Charleston,	3,000,000	00	20,000	00	3,020,000	00	5
Pittsburgh and Western,	5,878,100	00	1,764,959	89	7,352,959	89	6 and 7
Plymouth,	. . .	.	274,495	19	274,495	19	. . . . .
Pottsville and Mahanoy,	. .		484,584	19	484,584	19	. . . . .
Reading and Columbia,	2,041,166	67	244,995	01	2,259,161	68	5 and 6
Rew City and Eldred,	. . .		2,030	40	2,030	40	. . . . .
Ridgway and Clearfield,	491,000	00	. .		491,000	00	5
River Front,	216,000	00	86,729	73	302,729	73	4½
Rochester and Pittsburgh,	10,638,000	00	755,527	20	11,393,529	20	6 and 7
Salisbury,	150,000	00	. . .		150,000	00	7
Schuylkill River West Side,	. .	.	2,859	10	2,859	10	. . . . .
Shamokin, Sunbury and Lewisburg,	1,500,000	00	139,744	12	1,639,744	12	5 and 6
Shamokin Valley and Pottsville,	2,000,000	00	. . . . .	.	2,000,000	00	7
Sharon,	156,000	00	. . .	.	156,000	00	7
Sharpsville,	60,000	00	8,356	53	68,356	53	6
Shenango and Allegheny,	1,200,000	00	270,306	35	1,470,306	35	7
Somerset County,	18,000	00	. . . . .	. .	18,000	00	4
Somerset and Cambria,	975,000	00	. . . . .	. .	975,000	00	5 and 6
South Mountain,	100,000	00	. . . . .	.	100,000	00	6
South Pennsylvania,	6,000,000	00	. . . . .	. .	6,000,000	00	6
Southern Pennsylvania,	625,000	00	. . . . .	. .	625,000	00	7

TABLE B.—DEBT AND INTEREST—Continued.

NAME OF COMPANY.	Total amount now of funded debt.		Total amount now of floating debt.		Total amount now funded and floating debt.		Rate per cent. per annum of interest.
South-West Pennsylvania,	$1,000,000	00	.....	..	$1,000,000	00	7
State Line and Sullivan,	300,000	00	.....		300,000	00	7
Stewartstown,	...		$29,000	00	29,000	00	.....
Stony Creek,	350,000	00	370,201	69	720,201	69	7
Susquehanna and Clearfield,	285,000	00	.....		285,000	00	5
Sunbury, Hazleton and Wilkes-Barre,	2,535,000	00	...		2,535,000	00	5 and 6
Sunbury and Lewistown,	500,000	00	...		500,000	00	7
Tioga,	789,500	00	29,542	00	819,042	00	7
Tionesta Valley,	.....	..	116,359	03	116,359	03	.....
Tresckow,	..		103,377	19	103,377	19	.....
Tyrone and Clearfield,	1,000,000	00	.....	.	1,000,000	00	5
Waynesburg and Washington,	98,900	00	.....		98,900	00	7
West Chester,	75,000	00	...		75,000	00	5
Western Maryland,	3,675,000	00	840,038	53	4,515,038	53	6
Western Pennsylvania,	4,300,000	00	...		4,300,000	00	5 and 6
West Penn and Shenango Connecting,	400,000	00	84,664	52	484,664	52	6
Wheeling, Pittsburgh and Baltimore,	..	..	258,149	12	258,149	12	.....
Williamsport and Clearfield,	230,000	00	...		230,000	00	6
Williamsport and North Branch,	240,000	00	7,000	00	247,000	00	6
Wilmington and Northern,	225,000	00	...		225,000	00	6
Wind Gap and Delaware,	...		15,697	32	15,697	32	.....
York and Peach Bottom,	240,250	00	...	..	240,250	00	5
	$743,258,819	70	$58,984,133	94	$802,287,453	64	

TABLE C.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
Addison and Northern Pennsylvania,	. . .		. . .		*$933,427	96	. . .		. . .		. . .	
Allegheny Valley,	$21,683,452	77	$2,366,087	53	24,049,540	30	. . .		$83,558	51	$9,117	87
Allentown,	1,084,652	71	. . .		1,084,652	71	$23,509	43	241,033	94	. . .	
Arnot and Pine Creek,	255,000	00	. . .		255,000	00	. . .		15,315	31	. . .	
Bachman Valley,	112,494	13	. . .		112,494	13	. . .		. . .		. . .	
Bald Eagle Valley,	1,428,667	50	. . .		1,428,667	50	. . .		. . .		. . .	
Baltimore and Cumberland Valley,	152,432	05	. . .		152,432	05	. . .		. . .		. . .	
Baltimore and Cumberland Valley Extension,	500,000	00	. . .		500,000	00	50,000	00	18,518	57	. . .	
Baltimore and Ohio Short Line,	3,500,000	00	. . .		3,500,000	00	. . .		102,941	18	. . .	
Bangor and Portland,	308,166	13	43,860	00	352,026	13	. . .		12,326	65	14,081	05
Barclay Coal Company's Railroad,	622,600	00	. . .		622,600	00	. . .		. . .		. . .	
Bedford and Bridgeport,	1,423,606	61	. . .		1,423,606	61	. . .		28,985	09	. . .	
Beech Creek, Clearfield and South-Western,	. . .		. . .		*11,196,888	28	. . .		. . .		. . .	
Bell's Gap,	965,476	00	68,757	18	1,034,233	18	. . .		30,650	03	2,182	77
Bellefonte, Nittany and Lemont,	336,000	00	. . .		336,000	00	. . .		35,555	55	. . .	
Berlin Branch,	76,726	19	. . .		76,726	19	. . .		10,960	88	. . .	
Bradford, Bordell and Kinzua,	511,049	26	78,218	96	589,268	22	. . .		11,180	24	2,366	68
Bradford Bordell and Smethport,	88,223	51	11,776	49	100,000	00	. . .		6,968	68	930	21
Bradford, Eldred and Cuba,	992,776	11	136,815	20	1,129,591	31	. . .		18,120	24	2,548	06
Brockwayville and Punxsutawney,	250,000	00	. . .		250,000	00	. . .		. . .		. . .	
Buffalo, Bradford and Pittsburgh,	2,866,400	00	. . .		2,866,400	00	. . .		109,530	00	. . .	
Buffalo, New York and Philadelphia,	41,087,208	10	. . .		41,087,208	10	. . .		64,772	70	. . .	
Catawissa,	6,206,668	08	. . .		6,206,668	08	. . .		. . .		. . .	
Catasauqua and Fogelsville,	523,185	59	135,150	00	658,335	59	15,000	00	20,517	08	5,300	00
Chartiers,	1,122,336	10	. . .		1,122,336	10	7,500	00	. . .		. . .	
Chester and Delaware River,	220,915	21	. . .		220,915	21	30,480	00	50,322	37	. . .	
Chester Creek,	457,100	00	. . .		457,100	00	. . .		64,019	61	. . .	

TABLE C.—ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
Chester Valley,	.....		.....		.....		$3,000	00	.....		.....	
Clearfield and Jefferson,	$2,500	00	.....		$2,500	00	.....		.....		.....	
Cleveland and Pittsburgh,	13,445,922	43	$3,814,961	54	17,260,883	97	.....		$67,943	48	$19,240	58
Colebrookdale,	672,029	58	.....		672,029	58	14,108	07	52,502	31	.....	
Colebrook Valley,	479,898	62	.....		479,898	62	.....		.....		.....	
Columbia and Port Deposit,	2,024,327	16	.....		2,024,327	16	.....		.....		.....	
Connecting,	2,772,478	53	.....		2,772,478	53	.....		.....		.....	
Corning, Cowanesque and Antrim,	3,250,000	00	.....		3,250,000	00	50,000	00	38,235	30	.....	
Cornwall,	423,293	15	161,581	03	584,874	18	44,319	10	22,243	46	8,490	85
Cornwall and Lebanon,	375,618	72	112,068	08	487,686	80	.....		.....		.....	
Cornwall and Mt. Hope,	189,975	32	.....		189,975	32	.....		36,533	71	.....	
Coudersport and Port Allegany,	115,000	00	35,000	00	150,000	00	.....		6,700	00	3,000	00
Cresson, Clearfield and New York Short Route,	1,700,000	00	.....		1,700,000	00	.....		.....		.....	
Cumberland Valley,	1,991,826	30	.....		1,991,826	30	.....		24,412	51	.....	
Danville and Riverside,	4,158	23	.....		4,158	23	.....		.....		.....	
Danville and Shamokin,	26,710	00	.....		26,710	00	.....		.....		.....	
Delaware and Hudson Canal Company's Railroad,	3,821,718	40	1,378,958	78	5,200,677	18			40,224	38	14,513	83
Delaware, Lackawanna and Western,	18,114,488	93	8,556,474	47	26,670,963	40	7,837,084	04	86,296	45	40,762	58
Delaware River and Lancaster,	23,073	00	.....		23,073	00	.....		.....		.....	
Dillsburg and Mechanicsburg,	181,121	21	.....		181,121	21	.....				.....	
Dunkirk, Allegheny Valley and Pittsburgh,	4,558,150	07	262,725	00	4,820,875	07	50,000	00	50,317	05	2,899	83
East Brandywine and Waynesburg,	535,105	27	.....		535,105	27	.....		.....		.....	
East Broad Top,	914,042	82	187,066	10	1,101,108	92	10,617	75	30,468	09	5,120	89
East Mahanoy,	479,743	44	.....		479,743	44	600	00	34,048	51	.....	
East Pennsylvania,	1,890,050	08	.....		1,890,050	08	.....		52,501	39	.....	
Ebensburg and Cresson,	122,000	00	.....		122,000	00	400	00	.....		.....	

Edgewood,	28,172	36	2,000	00	30,172	36			28,172	36	2,000	00
Elmira and Williamsport,	2,218,000	00	352,000	00	2,570,000	00			29,377	48	4,662	25
Erie and Pittsburgh,	3,180,937	26	1,895,725	18	5,076,662	44			31,419	77	18,725	06
Erie and Wyoming Valley,	4,056,786	77	55,802	80	4,112,589	57			83,645	08	1,150	58
Evergreen,	26,582	98			26,582	98	800	00	6,645	74		
Fayette County,	130,000	00			130,000	00						
Fort Pitt Incline Plane,	95,300	00			95,300	00	488	40				
Gettysburg and Harrisburg,	518,625	27	48,863	64	567,488	91	8,122	17	21,082	32	1,986	32
Greenlick Narrow Gauge,	29,752	75	7,250	02	37,002	77	50	00	7,438	19	1,812	50
Hanover Junction, Hanover and Gettysburg,	407,282	81	174,751	28	582,034	09	17,200	00	10,717	96	4,598	71
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,500	00			1,882,500	00						
Harrisburg and Potomac,	1,070,189	31	37,500	00	1,107,689	31	182,425	00	25,787	40	903	61
Huntingdon and Broad Top Mountain,	5,609,086	69			5,609,086	69						
Ironton,	250,000	00	18,000	00	268,000	00	12,830	00	25,000	00	1,398	06
Jamestown and Franklin,	2,538,458	84			2,538,458	84			49,676	30		
Jefferson,	4,396,050	00			4,396,050	00			97,975	21		
Junction,	1,062,000	50			1,062,000	50						
Kensington and Tacony,	422	67			422	67						
Lake Shore and Michigan Southern,	66,700,000	00	17,300,000	00	84,000,000	00	365,779	61	77,121	43	16,879	03
Lawrence,	830,183	95			830,183	95			37,667	14		
Lehigh and Lackawanna,	976,211	66			976,211	66						
Lehigh and Susquehanna,	14,358,412	51			14,358,412	51						
Lehigh Valley,	23,878,405	84	12,986,314	66	36,864,720	50						
Lewisburg and Tyrone,	1,562,113	29			1,562,113	29						
Ligonier Valley,	207,427	93			207,427	93			17,285	66		
Little Saw-Mill Run,	191,642	61	164,657	14	356,299	75	54,850	00	42,587	24	36,590	47
Little Schuylkill Navigation,	1,416,187	00			1,416,187	00	10,000	00				
Littlestown,	115,616	00			115,616	00	2,000	00	12,170	00		
Loyalsock,	36,487	24			36,487	24						
Lykens Valley,	578,767	24	17,000	00	595,767	24						
Martin's Creek,	21,562	36			21,562	36			143,748	96		
Mifflin and Centre County,	365,789	39			365,789	39			29,714	05		
Mill Creek and Mine Hill Navigation,	323,045	00			323,045	00						
Mine Hill and Schuylkill Haven,	4,037,236	19			4,037,236	19						
Monongahela Incline Plane,	250,000	00			250,000	00	26,583	23				
Mont Alto,	317,326	80	24,807	45	342,134	25			17,106	71	1,240	37
Montour,	200,000	00	98,800	00	298,800	00						
Montrose,	332,741	18	41,308	13	374,049	31			11,883	61	1,475	29
Mount Carbon and Port Carbon,	282,815	45			282,815	45						
Mount Oliver Incline Plane,	88,065	53			88,065	53						
Mount Pleasant and Broad Ford,	201,669	69			201,669	69			20,166	97		
Nesquehoning Valley,	1,405,904	47			1,405,904	47						

TABLE C.—ROAD AND EQUIPMENT—Continued.

Name of Company.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
Newry,	$25,408	44	. . . . .		. . . . .		$3,000	00	. . . . .		. . . . .	
New Brighton and New Castle,	779,606	03	. . . . .		$2,500	00	. . . . .		. . . . .		. . . . .	
New Castle and Beaver Valley,	876,342	18	. . . . .		883	97	. . . . .		$67,943	48	$19,240	58
New York, Chicago and St. Louis,	65,188,171	00	$5,704,243		[illegible]	58	14,108	07	52,502	31	. . . . .	
New York, Lake Erie and Western,	7,808,084	35	4,914,526	2[illegible]	[illegible]	[illegible]	. . . . .		. . . . .		. . . . .	
New York, Lake Erie and Western Coal,	1,965,668	23	. . . . .		[illegible]		. . . . .		. . . . .		. . . . .	
New York, Pennsylvania and Ohio,	143,383,501	94	. . . . .		[illegible]		[illegible]000	00	38,235	30	. . . . .	
New York, Ridgway and Pittsburgh,	47,000	00	. . . . .		[illegible]		[illegible]	10	22,243	46	8,490	85
Northern Central,	13,869,310	98	4,196,107	35	18,[illegible]		[illegible]		36,533	71	. . . . .	
North-East Pennsylvania,	306,041	96	. . . . .		30[illegible]		[illegible]		[illegible],700	00	3,000	00
North Pennsylvania,	9,787,699	29	1,750,935	65	11,538,[illegible]		[illegible]		[illegible]		[illegible]	
New York, Susquehanna and Western,	25,023,474	18	1,370,019	83	26,393,4[illegible]		[illegible]		[illegible]		[illegible]	
North and West Branch,	3,078,734	45	. . . . .		3,078,73[illegible]		[illegible]		[illegible]		. . . . .	
Ohio and Baltimore Short Line,	1,421,411	74	. . . . .		1,421,411		[illegible]		[illegible]		. . . . .	
Oil City and Ridgway,	71,427	43	. . . . .		71,427		[illegible]		[illegible]		. . . . .	
Pennsylvania,	38,373,977	24	24,357,293	43	62,731,270	67	[illegible]		[illegible]		[illegible]	
Pennsylvania Coal Company's Railroad,	2,000,000	00	. . . . .		2,000,000	00	.		[illegible]		[illegible]	83
Penn Gas Coal Company's Youghiogheny,	347,148	62	29,238	62	376,387	24	. .		[illegible]		[illegible]	58
Pennsylvania and New York Canal and Railroad,	6,480,377	94	1,250,000	00	7,730,377	94	. .		[illegible]		[illegible]	
Pennsylvania Schuylkill Valley,	9,778,091	59	. . . . .		9,778,091	59	. . . .		[illegible]		[illegible]	
Pennsylvania and Western,	200,000	00	. . . . .		200,000	00	. . . . .		[illegible]		[illegible]	
People's,	88,141	34	30,265	29	118,406	63	. . . .		[illegible]		[illegible]	
Perkiomen,	2,080,448	65	4,257	03	2,084,705	68	19,611		[illegible]		[illegible]	
Philadelphia and Baltimore Central,	3,763,225	08	447,237	54	4,210,462	62	. . . . .		[illegible]		[illegible]	
Philadelphia and Erie,	26,186,163	35	. . . . .		26,186,163	35	. . . . .		90,924	[illegible]	[illegible]	

Philadelphia, Germantown and Chestnut Hill,	2,000,000	00	. . . . .	. .														
Philadelphia Midland,	500,000	00	. . . . .	. .														
Philadelphia, Newtown and New York,	1,900,000	00	. . . . .	. .														
Philadelphia and Reading,	40,271,772	16	10,398,057	40														
Philadelphia and Trenton,	2,510,412	55	. . . . .	. .	2													
Philadelphia, Wilmington and Baltimore,	13,745,256	25	. . . . .	. .	13,74													
Pickering Valley,	480,837	82	. . . . .	.	480,													
Pine Creek,	4,634,009	14	. . . . .		4,634,0													
Pittsburgh and Castle Shannon,	185,000	00	31,427	50	216,42												75	
Pittsburgh, Chartiers and Youghiogheny,	869,825	18	129,004	95	998,830										44	93		
Pittsburgh, Cincinnati and St. Louis,	16,433,818	93	4,438,027	25	20,871,846	1									,227	92		
Pittsburgh and Connellsville,	14,158,454	93	1,683,198	49	15,841,653	42									11,184	04		
Pittsburgh East End,	17,907	34	. . . . .	. .	17,907	34												
Pittsburgh, Fort Wayne and Chicago,	42,065,221	15	. . . . .	. .	42,065,221	15												
Pittsburgh Junction,	2,333,102	19	. . . .	.	2,333,102	19												
Pittsburgh and Lake Erie,	4,909,056	88	1,119,888	29	6,028,945	17		3					64		15,773	08		
Pittsburgh, McKeesport and Youghiogheny,	5,414,185	29	383,045	03	5,797,230	32		. . . .			,249	58			6,172	77		
Pittsburgh and State Line,	1,200,000	00	. . .		1,200,000	00		. . . . .			,0,000	00			. . . .	. .		
Pittsburgh and Western,	14,241,388	53	800,027	88	15,041,641	16		. . . . .			59,587	40			3,347	40		
Pomeroy and Newark,	502,056	25	. . . . .	. .	502,056	25		. . . . .			. . . .	.			. . . .	.		
Pottsville and Mahanoy,	613,885	63	. . . . .	. .	613,885	63		. . . . .			. . . .	.			. . . .	. .		
Reading and Columbia,	2,193,481	39	245,241	18	2,438,722	57		67,002	67		45,975	30			5,140	25		
New City and Eldred,	108,811	17	4,219	23	113,030	40		. . . . .	. .		8,370	09			324	55		
Ridgway and Clearfield,	980,985	91	. . . . .	.	980,985	91		. . . . .	. .		. . . .	. .			. . . .	. .		
River Front,	518,729	73	. . . . .		518,729	73		. . . . .	. .		. . . .	. .			. . . .	. .		
Rochester and Pittsburgh,	22,573,688	08	2,657,593	51	25,231,281	59		. . . . .			72,752	64			8,565	14		
Salisbury,	233,383	50	9,724	50	243,108	00		. . . . .	. .		19,448	62			810	37		
Schuylkill Valley Navigation Railroad,	576,840	94	. . . . .	. .	576,840	94		. .			. .				. .	. .		
Shamokin, Sunbury and Lewisburg,	2,637,758	53	. . . . .	.	2,637,758	53		14,570	00		84,815	39			. . . . .	. .		
Shamokin Valley and Pottsville,	2,875,700	00	. . . . .	. .	2,875,700	00		. . . .			. . . .	.			. . . .	. .		
Sharon,	567,879	48	. . . .	. .	567,879	48		26,500	00		30,000	00			. .			
Sharpsville,	395,575	53	24,083	79	419,659	32		. .			17,931	80			1,091	29		
Shenango and Allegheny,	1,566,668	87	279,203	82	1,845,872	69		16,596	21		26,111	15			4,653	40		
Sinnemahoning and Sheffield,	15,000	00	. . . . .		15,000	00		. . . . .			. . . .	.			. . . .	.		
Sinnemahoning Valley,	54,300	00	6,800	00	61,100	00		. . . .	. .		6,033	33			755	55		
Slate Run,	35,000	00	. . . . .	.	35,000	00		. . . . .			4,000	00			. .			
Somerset County,	63,563	06	8,580	00	72,143	06		2,150	00		7,945	38			1,072	50		
Somerset and Cambria,	1,317,194	82	. . . . .	.	1,317,194	82		. . .	. .		29,271	00			. .			
South Mountain,	345,125	12	45,639	29	390,764	41		1,200	00		19,410	86			2,566	98		
Southern Pennsylvania,	625,000	00	. . . . .	. .	625,000	00		. . . . .	. .		27,173	90			. . . . .	. .		

TABLE A.—STOCK AND DIVIDENDS.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.		Total amount now paid in of capital stock.		Number of shares issued.	Amount paid in on each share.		Par value of each share.	Rate per cent. of dividends.
Addison and Northern Pennsylvania,	$600,000	$511,400	00	$511,400	00	$5,114	$100	00	$100	00
Allegheny Valley,	5,000,000	2,166,500	00	2,166,500	00	43,330	50	00	50	00
Allentown,	2,000,000	1,414,200	00	1,268,884	47	22,917	50	00	50	00
Arnot and Pine Creek,	120,000	255,000	00	255,000	00	2,550	100	00	100	5
Bachman Valley,	100,000	68,000	00	66,792	31	1,334	50	00	50	00
Bald Eagle Valley,	2,000,000	935,000	00	935,000	00	18,700	50	00	50	10
Baltimore and Cumberland Valley,	. .	. . . . .	. .	76,700	00	1,534	50	00	50	00
Baltimore and Cumberland Valley Extension,	230,000	. . . . .	.	270,000	00	5,400	50	00	50	3½
Baltimore and Ohio Short Line,	.	3,000,000	00	3,000,000	00	60,000	50	00	50	00
Baltimore and Philadelphia,	5,000,000	5,000,000	00	3,000,000	00	100,000	. .	. .	. . .	00
Bangor and Portland,	250,000	250,000	00	121,100	00	1,211	100	00	100	6
Barclay Coal Company's Railroad,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	6
Bedford and Bridgeport,	600,000	599,650	00	599,650	00	11,993	50	00	50	00
Beech Creek, Clearfield and South-Western,	5,000,000	5,000,000	00	4,955,000	00	92,500	50	00	50	00
Bell's Gap,	550,000	550,000	00	550,000	00	11,000	50	00	50	3
Bellefonte, Nittany and Lemont,	300,000	. . . . .	.	300,000	00	6,000	50	00	50	00
Berlin,	. . . . .	50,000	00	50,000	00	1,000	50	00	50	00
Berlin Branch,	75,000	45,900	00	43,195	19	862	50	00	50	00
Bethlehem and Belvidere,	100,000	100,000	00	10,000	00	2,000	5	00	50	00
Bradford,	100,000	100,000	00	100,000	00	1,000	100	00	100	00
Bradford, Bordell and Kinzua,	100,000	250,000	00	250,000	00	4,650	100	00	100	00
Bradford, Bordell and Smethport,	100,000	100,000	00	100,000	00	1,000	100	00	100	00
Bradford, Eldred and Cuba,	500,000	480,000	00	480,000	00	4,800	100	00	100	00
Bradford, Richburg and Cuba,	100,000	31,000	00	31,000	00	310	100	00	100	00
Brockwayville and Punxsutawney,	250,000	250,000	00	250,000	00	2,500	100	00	100	00
Buffalo, Bradford and Pittsburgh,	. . . . .	2,286,400	00	2,286,400	00	22,864	100	00	100	*

"October 9, 1885. Dividends declared of sixty-two cents per share, out of royalty on oil."

Buffalo, New York and Philadelphia,	20,350,000	.....	..	20,319,522	07	406,373	50	00	50	00
Catawissa,	.....	4,359,500	00	4,359,500	00	87,190	50	00	50	7
Catasauqua and Fogelsville,	.....	426,900	00	426,900	00	17,076	25	00	25	12
Chartiers,	800,000	647,850	00	647,850	00	12,957	50	00	50	00
Cherry Grove,	50,000	50,000	00	10,000	00	1,000	10	00	50	00
Chester and Delaware River,	40,000	40,000	00	39,550	00	790	50	00	50	00
Chester Creek,	272,100	185,000	00	185,000	00	5,442	50	00	50	00
Chester Valley,	871,900	871,900	00	871,900	00	17,438	50	50	50	00
Chestnut Hill,	120,650	120,650	00	120,650	00	2,413	50	00	50	12
Clearfield and Jefferson,	1,000,000	.....	..	.....	..	.....	...	..	...	..
Clermont and Bradford,	150,000	.....	..	3,125	00	625	5	00	50	00
Cleveland and Pittsburgh,	11,253,500	.....	..	11,236,500	00	224,725	50	00	50	00
Colebrookdale,	500,000	300,000	00	297,215	00	5,942	50	00	50	00
Colebrook Valley,	400,000	400,000	00	400,000	00	4,000	100	00	100	00
Columbia and Port Deposit,	1,800,000	497,100	00	497,100	00	9,942	50	00	50	00
Connecting,	1,900,000	1,278,300	00	1,278,300	00	25,566	50	00	50	6
Corning, Cowanesque and Antrim,	2,000,000	2,000,000	00	2,000,000	00	40,000	50	00	50	00
Cornwall,	300,000	300,000	00	300,000	00	6,000	50	00	50	00
Cornwall and Lebanon,	200,000	200,000	00	200,000	00	2,000	100	00	100	00
Cornwall and Mt. Hope,	100,000	100,000	00	100,000	00	1,000	...	..	100	00
Coudersport and Port Allegany,	150,000	150,000	00	150,000	00	1,500	100	00	100	6
Cresson, Clearfield and New York Short Line,	1,000,000	1,000,000	00	950,000	00	19,000	50	00	50	00
Cumberland Valley,	2,110,000	1,777,850	00	1,777,850	00	35,557	50	00	50	8
Danville and Riverside,	50,000	10,900	00	3,790	00	.....	...	..	25	00
Danville and Shamokin,	500,000	250,000	00	26,710	00	.....	...	..	50	00
Delaware and Hudson Canal Co's. Railroad,	...	23,500,000	00	23,500,000	00	235,000	100	00	100	6
Delaware, Lackawanna and Western,	26,200,000	.....	..	26,200,000	00	524,000	50	00	50	7½
Delaware River and Lancaster,	1,600,000	202,800	00	21,964	00	407	...	..	50	00
Dillsburg and Mechanicsburg,	350,000	.....		89,700	00	...	50	00	50	4
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000	1,300,000	00	1,300,000	00	18,000	100	00	100	00
Easton and Bangor,	400,000	.....	..	10,000	00	2,000	10	00	50	00
East Brandywine and Waynesburg,	500,000	155,450	00	155,450	00	3,109	50	00	50	00
East Broad Top,	1,000,000	815,600	00	796,448	00	16,312	36,50	00	50	00
Eastern Heights,	300,000	15,000	00	1,500	00	300	5	00	50	00
East Mahanoy,	500,000	410,050	00	410,050	00	8,201	50	00	50	6
East Pennsylvania,	.....	1,714,950	00	1,714,950	00	34,299	50	00	50	00
Ebensburg and Cresson,	100,000	42,000	00	42,000	00	840	50	00	50	00
Edgewood,	15,000	15,000	00	15,000	00	300	50	00	50	00
Elmira and Williamsport,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	6
Erie and Pittsburgh,	2,500,000	1,998,400	00	1,101,550	00	39,968	...	..	50	7
Erie and Wyoming Valley,	3,000,000	1,500,000	00	1,500,000	00	30,000	50	00	50	00
Evergreen,	25,000	25,000	00	25,000	00	500	50	00	50	00
Fairchance and State Line,	60,000	25,150	00	2,515	00	503	5	00	50	00

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.		Total amount now paid in of capital stock.		Number of shares issued.	Amount paid in on each share.		Par value of each share.	Rate per cent. of dividends.
Fayette County,	$1,500,000	$98,350	00	$125,395	71	2,148	$16	66⅔	$50	8
Fort Pitt Incline Plane,	60,000	60,000	00	60,000	00	1,200	50	00	50	00
Frankford and Holmesburg,	100,000	100,000	00	100,000	00	2,000	50	00	50	00
Germantown, Norristown and Pœnixville,	.....	150,000	00	150,000	00	1,500	100	00	100	00
Gettysburg and Harrisburg,	250,000	.....		250,000	00	5,000	50	00	50	00
Greenlick Narrow Gauge,	50,000	31,650	00	31,650	00	633	50	00	50	00
Hanover and York,	250,000	220,750	00	220,750	00	4,415	50	00	50	00
Hanover Junction, Hanover and Gettysburg,	500,000	116,850	00	116,850	00	2,337	50	00	50	4
Harrisburg Portsmouth, Mt. Joy and Lancaster,	2,500,000	1,182,550	00	1,182,550	00	23,651	50	00	50	7
Harrisburg and Potomac,	.....	218,350	00	379,165	20	3,310¼	100	00	100	00
Harrisburg and Western,	18,000,000	1,501,800	00	150,180	00	30,036	5	00	50	00
Huntingdon and Broad Top Mountain,	3,550,000	3,354,200	00	3,354,200	00	67,084	50	00	50	00
Ironton,	500,000	200,000	00	200,000	00	4,000	50	00	50	6
Jamestown and Franklin,	1,000,000	634,050	00	601,810	50	12,024	50	00	50	00
Jefferson,	.....	2,096,050	00	2,096,050	00	41,921	50	00	50	00
Junction,	250,000	250,000	00	250,000	00	5,000	50	00	50	20
Kendall and Eldred,	150,000	150,000	00	150,000	00	1,500	100	00	100	00
Kensington and Tacony,	150,000	25,000	00	2,500	00	500	5	00	50	00
Kinzua,	100,000	100,000	00	100,000	00	1,000	100	00	100	00
Lake Shore and Michigan Southern,	50,000,000	50,000,000	00	50,000,000	00	500,000	100	00	100	00
Lancaster and Reading Narrow Gauge,	500,000	123,750	00	82,720	00	1,700	50	00	50	00
Lawrence,	500,000	500,000	00	500,000	00	10,000	50	00	50	10
Lehigh and Lackawanna,	1,000,000	375,100	00	375,100	00	7,502	50	00	50	00
Lehigh Valley,	.....	33,099,100	00	33,098,700	00	661,967	50	00	50	8
Lewisburg and Tyrone,	1,200,000	1,200,000	00	1,200,000	00	24,000	50	00	50	00
Ligonier Valley,	100,000	100,000	00	100,000	00	2,000	..	.	50	00

Little Saw-Mill Run,	250,000	188,750	00	144,375	00	3,775	...	..	50	00
Little Schuylkill Navigation,	.	.....	..	2,487,850	00	49,757	50	00	50	7
Littlestown,	75,000	53,570	00	34,850	00	697	50	00	50	00
Loyalsock,	300,000	150,000	00	36,487	24	3,000	..		50	00
Lykens Valley,	800,000	600,000	00	600,000	00	30,000	20	00	20	11
Martin's Creek,	40,000	40,000	00	4,000	00	.....	10	00	100	00
McKean and Buffalo,	400,000	390,000	00	388,200	00	7,760	50	00	50	00
Meadville and Linesville,	200,000	200,000	00	200,000	00	4,000	50	00	50	00
Mifflin and Centre County,	1,000,000	167,775	00	167,775	00	33,555½	50	00	50	6
Mill Creek and Mine Hill Navigation,	323,375	323,375	00	323,375	00	12,935	25	00	25	10
Milton and North Mountain,	200,000	30,000	00	3,245	00	..	.		50	00
Mine Hill and Schuylkill Haven,	...	4,081,900	00	4,081,900	00	81,638	50	00	50	7
Monongahela Connecting,	30,000	30,000	00	3,000	00	300	10	00	100	00
Monongahela Incline Plane,	20,000	123,600	00	123,600	00	2,472	50	00	50	00
Monongahela North Shore,	600,000	12,000	00	2,200	00	12,000		18½	50	00
Mont Alto,	500,000	110,000	00	110,000	00	4,400	25	00	25	00
Montour,	100,000	...		100,000	00	...	50	00	50	00
Montrose,	500,000	319,700	00	304,900	00	6,098	50	00	50	00
Mount Carbon and Port Carbon,	282,350	282,350	00	282,350	00	5,647	50	00	50	12
Mount Oliver Incline Plane,	100,000	83,200	00	31,616	00	1,664	19	00	50	00
Mount Pleasant and Broad Ford,	1,000,000	152,500	00	150,500	00	3,010	50	00	50	00
Mount Pleasant and Latrobe,	65,000	65,000	00	65,000	00	..	5	00	50	00
Nesquehoning Valley,	2,000,000	1,400,000	00	1,400,000	00	28,000	50	00	50	5
Newry,	15,000	...		11,925	00	477	25	00	25	00
New Brighton and New Castle,	210,000	400,000	00	400,000	00	8,000	50	00	50	12
New Castle and Beaver Valley,	700,000	700,000	00	700,000	00	...	.	.		10
New Castle and Butler,	20,000	...		20,000	00	400	50	00	50	00
New Castle Railroad and Mining,	100,000	100,000	00	100,000	00	2,000	50	00	50	00
New York, Chicago and St. Louis,	50,000,000	50,000,000	00	50,000,000	00	500,000	100	00	100	00
New York, Lackawanna and Western,	60,000	.....	..	12,000	00	240	50	00	50	00
New York, Lake Erie and Western,	86,336,900	.....		85,240,500	00	.....	.		.	00
New York, Lake Erie and Western Coal,	500,000	500,000	00	500,000	00	5,000	100	00	100	00
New York, Pennsylvania and Ohio,	45,000,000	..	.	45,000,000	00	899,987	...	..	50	00
New York, Ridgway and Pittsburgh,	200,000	200,000	00	.		...	...	..	50	00
New York, Susquehanna and Western,	21,000,000	..		21,000,000	00	..	..	.	50	00
Northern Central,	8,000,000	6,500,000	00	6,500,000	00	130,000	50	00	50	8
North-East Pennsylvania,	400,000	81,550	00	81,550	00	1,631	50	00	50	00
North Pennsylvania,	1,500,000	4,556,550	00	4,556,550	00	91,131	50	00	50	8
North and West Branch,	1,500,000	1,500,000	00	1,500,000	00	30,000	50	00	50	5
Ohio and Baltimore Short Line,	1,060,000	290,000	00	290,000	00	5,800	50	00	50	00
Oil City and Ridgway,	300,000	...	.	...	.	1,731	.		50	00
Olean, Bradford and Warren,	300,000	150,000	00	150,000	00	1,500	100	00	100	00
Pennsylvania,	151,700,000	94,777,850	00	94,777,850	00	1,895,557	50	00	50	5

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.		Total amount now paid in of capital stock.		Number of shares issued.	Amount paid in on each share.		Par value of each share.	Rate per cent. of dividends.
Pennsylvania Coal Company's Railroad,	$5,850,329	$5,000,000	00	$5,000,000	00	100,000	$50	00	$50	16
Pennsylvania Company,	100,000	20,000,000	00	20,000,000	00	400,000	50	00	50	00
Pennsylvania and New York Canal and Railroad,	.....	5,061,700	00	5,061,700	00	61,234	..		.	7
Pennsylvania Schuylkill Valley,	.....	4,970,000	00	4,970,000	00	99,400	50	00	50	00
Pennsylvania and Western,	.....	.....		100,000	00	2,000	50	00	50	00
People's,	250,000	250,000	00	100,000	00	5,000	20	00	50	00
Perkiomen,	50,000	40,100	00	38,040	00	756	50	00	50	00
Philadelphia and Baltimore Central,	2,500,000	2,495,650	00	2,495,650	00	49,913	50	00	50	00
Philadelphia and Erie,	12,400,000	7,975,000	00	10,375,000	00	207,500	50	00	50	00
Philadelphia, Germantown and Chestnut Hill,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	00
Philadelphia, Germantown and Norristown,	2,500,000	2,246,900	00	2,246,900	00	44,938	50	00	50	12
Philadelphia and Lehigh Valley,	2,000,000	200,000	00	40,000	00	.. ...	10	00	50	00
Philadelphia and Midland,	1,000,000	250,000	00	250,000	00	5,000	50	00	50	00
Philadelphia, Newtown and New York,	3,000,000	1,200,000	00	1,200,000	00	2,400	50	00	50	00
Philadelphia and Northern,	200,000	200,000	00	20,000	00	4,000	5	00	50	00
Philadelphia and Reading,	.. ...	.....		37,669,925	28	753,398½	50	00	50	00
Philadelphia and Trenton,	2,000,000	1,259,100	00	1,259,100	00	12,591	100	00	100	10
Philadelphia, Wilmington and Baltimore,	.. ...	...		11,819,350	00	236,387	50	00	50	8
Pickering Valley,	100,000	96,850	00	95,655	00	1,846	50	00	50	00
Pine Creek,	1,000,000	.....	.	1,000,000	00	20,000	50	00	50	00
Pittsburgh and Castle Shannon,	1,000,000	481,400	00	481,400	00	9,628	50	00	50	1½
Pittsburgh, Chartiers and Youghiogheny,	600,000	593,600	00	593,600	00	11,872	50	00	50	00
Pittsburgh, Cincinnati and St. Louis,	13,500,000	8,437,200	00	8,437,200	00	168,744	50	00	50	00
Pittsburgh and Connellsville,	5,000,000	2,340,474	50	1,956,091	05	38,888	50	00	50	00
Pittsburgh, East End,	250,000	75,000	00	10,800	00	1,130	5	00	50	00
Pittsburgh, Fort Wayne and Chicago,	6,500,000	30,491,085	71	30,491,085	71	304,910	100	00	100	7

Pittsburgh Junction,	720,000	1,440,000	00	1,440,000	00	28,800	. . .	. .	50	00
Pittsburgh and Lake Erie,	2,050,000	2,050,000	00	2,050,000	00	41,000	50	00	50	00
Pittsburgh and Mansfield,	50,000	. . .	. .	. . .	. .	. . .	. . .		.	00
Pittsburgh, McKeesport and Youghiogheny,	4,000,000	4,000,000	00	3,100,000	00	62,000	50	00	50	00
Pittsburgh and North-Eastern,	1,625,000	1,525,000	00	152,500	00	. . .			. .	00
Pittsburgh and State Line,	1,200,000	1,200,000	00	1,200,000	00	24,000	50	00	50	00
Pittsburgh, Virginia and Charleston,	2,000,000	1,505,600	00	1,505,600	00	30,100	50	00	50	00
Pittsburgh and Western,	7,250,000	7,250,000	00	7,250,000	00	145,000	50	00	50	00
Plymouth,	30,000	30,000	00	12,050	00	241	50	00	50	00
Point Breeze,	18,000	18,000	00	7,200	00	. . .	20	00	50	00
Pomeroy and Newark,	500,000	500,000	00	500,000	00	10,000	50	00	50	00
Pottsville and Mahanoy,	150,000	150,000	00	150,000	00	3,000	50	00	50	00
Reading and Columbia,	. . .	961,500	00	958,268	09	19,144	50	00	50	00
Reading and Lebanon,	300,000	165,000	00	16,500	00	3,300	5	00	50	00
Reading, Marietta and Hanover,	. . . .	250,000	00	250,000	00	5,000	50	00	50	00
Rew City and Eldred,	150,000	150,000	00	111,000	00	1,110	100	00	100	00
Ridgway and Clearfield,	1,000,000	491,000	00	491,000	00	9,820	50	00	50	00
Ridgway and Oil City,	360,000	180,500	00	180,500	00	3,610	5	00	50	00
Riegelsville,	50,000	5,000	00	5,000	00	100	50	00	50	00
River Front,	216,000	216,000	00	216,000	00	4,320	50	00	50	5
Rochester and Pittsburgh,	20,000,000	20,000,000	00	20,000,000	00	200,000	100	00	100	00
Saint Clair Inclined,	60,000	3,250	00	. . .	. .	. . .	. . .		50	00
Salisbury,	200,000	117,800	00	117,800	00	2,356	50	00	50	00
Schuylkill River, West Side,	120,000	15,000	00	1,500	00	300	5	00	50	00
Schuylkill Valley Navigation Railroad,	576,050	576,050	00	576,050	00	11,521	50	00	50	5
Shamokin, Sunbury and Lewisburg,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	. 00
Shamokin Valley and Pottsville,	1,500,000	869,450	00	869,450	00	17,389	50	00	50	6
Sharon,	500,000	410,350	00	410,350	00	8,207	50	00	50	7
Sharpsville,	350,000	350,000	00	350,000	00	7,000	50	00	50	00
Sharon and State Line,	60,000	4,000	00	400	00	. . . .	5	00	50	00
Sheffield and Spring Creek,	100,000	. . . . .		3,000	00	400	7	50	00	00
Shenango and Allegheny,	200,000	200,000	00	200,000	00	4,000	50	00	50	00
Sherrick Run,	500,000	500,000	00	50,000	00	. .	5	00	50	00
Sinnemahoning and Sheffield,	390,000	195,000	00	19,500	00	3,900	5	00	50	00
Sinnemahoning Valley,	90,000	. . .		58,300	00	583	100	00	100	00
Slate Ridge and Delta,	. . . . .	4,500	00	2,700	00	50	. . .	. .	00	00
Slate Run,	100,000	56,000	00	36,000	00	. . . . .	. .		. .	00
Somerset County,	200,000	100,000	00	74,493	00	2,000	37	15	50	00
Somerset and Cambria,	. . .	1,000,000	00	1,000,000	00	20,000	50	00	50	00
South Mountain,	200,000	200,000	00	200,000	00	. . .				00
South Pennsylvania,	10,800,000	6,118,000	00	6,118,000	00	122,360	50	00	50	00
Southern Pennsylvania,	800,000	. . .		800,000	00	16,000	. .		50	00
South-West Pennsylvania,	1,000,000	816,500	00	816,500	00	16,330	50	00	50	10

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.		Total amount now paid in of capital stock.		Number of shares issued.	Amount paid in on each share.		Par value of each share.	Rate per cent. of dividends.
State Line,	$260,000	$260,000	00	$26,000	00	5,200	$5	00	$50	00
State Line and Sullivan,	...	989,750	00	989,750	00	19,795	50	00	50	00
Stewartstown,	100,000	50,250	00	42,345	00	1,005	...		50	00
Stony Creek,	...	176,100	00	176,100	00	3,522	50	00	50	00
Susquehanna and Clearfield,	1,000,000	286,000	00	286,000	00	5,720	50	00	50	00
Sunbury, Hazleton and Wilkes-Barre,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	6
Sunbury and Lewistown,	600,000	...		39,000	00	12,000	3	25	50	18
Tioga,	1,000,000	580,900	00	580,900	00	11,618	50	00	50	00
Tionesta and Clarion,	1,500,000	456,000	00	45,600	00	9,120	5	00	50	00
Tionesta Valley,	100,000	100,000	00	100,000	00	2,000	50	00	50	00
Tipton,	50,000	...		...		5,000	50	00	50	00
Tresckow,	250,000	130,000	00	130,000	00	2,600	50	00	50	00
Turtle Creek and Allegheny River,	250,000	21,550	00	...		431	5	00	50	00
Tyrone and Clearfield,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	5
Ursina and North Fork,	20,000	20,000	00	1,000	00	...			50	00
West Chester,	...	165,000	00	165,000	00	3,300	50	00	50	5
Warren and Farnesworth Valley,	75,000	...		75,000	00	1,500			50	00
Waynesburg and Washington,	270,000	133,100	00	101,674	97	2,202	50	00	50	00
West Chester and Phœnixville,	250,000	25,000	00	2,500	00	...			50	00
Western Maryland,	1,000,000			682,950	00	13,659	50	00	50	00
Western Pennsylvania,	4,000,000	1,022,450	00	1,022,450	00	20,499	50	00	50	6
West Penn and Shenango Connecting,	500,000	500,000	00	500,000	00	10,000	50	00	50	00
Wheeling, Pittsburgh and Baltimore,	500,000	500,000	00	500,000	00	10,000	50	00	50	00
Wilkes-Barre and Harvey's Lake,	...	50,000	00	5,000	00	1,000	5	00	50	00
Williamsport and Clearfield,	1,500,000	...		4,500	00	90	50	00	50	00
Williamsport and North Branch,	50,000	...		525,000	00	10,500	...		50	00

Wilmington and Northern,	1,500,000	1,278,050	00	1,278,050	00	25,561	50	00	50	00
Wind Gap and Delaware,	300,000	100,000	00	50,000	00	2,000	25	00	50	00
York and Peach Bottom,	375,000	. . .		249,250	00	4,930	50	00	50	00
Youghiogheny and Elizabeth,	50,000	50,000	00	5,000	00	. . .	5	00	50	00
Youghiogheny Northern,	400,000	400,000	00	400,000	00	8,000	50	00	50	6
	$708,256,154	$495,167,330	21	$752,552,648	79					

TABLE B.—DEBT AND INTEREST.

NAME OF COMPANY.	Total amount now of funded debt.		Total amount now of floating debt.		Total amount now funded and floating debt.		Rate per cent. per annum of interest.
Addison and Northern Pennsylvania,	$634,680	00	$194,910	19	$829,590	19	6
Allegheny Valley,	26,122,300	00	5,210,730	00	31,333,030	00	5, 7, and 7 3/10
Allentown,	...		5,196	14	5,196	14	...
Bachman Valley,	45,000	00	16,858	53	61,858	53	5
Bald Eagle Valley,	380,000	00	...	..	380,000	00	6
Baltimore and Cumberland Valley,	72,800	00	...	..	72,800	00	6
Baltimore and Cumberland Valley Extension,	230,000	00	...	..	230,000	00	6
Baltimore and Ohio Short Line,	500,000	00	...	..	500,000	00	5
Baltimore and Philadelphia,	4,867,500	00	...		4,867,500	00	4½
Bangor and Portland,	215,800	00	15,126	13	230,926	13	6
Barclay Coal Company's Railroad,	100,000	00	.		100,000	00	5
Bedford and Bridgeport,	1,000,000	00	6,107,500	00	7,107,500	00	7
Beech Creek, Clearfield and South-Western,	5,000,000	00	1,300,000	00	6,300,000	00	6
Bell's Gap,	539,000	00	...		539,000	00	6
Bellefonte, Nittany and Lemont,	300,000	00	...	.	300,000	00	6
Berlin,	...	..	12,886	24	12,886	24	...
Berlin Branch,	40,300	00	8,346	06	48,646	06	6
Bradford, Bordell and Kinzua,	500,000	00	35,246	47	535,246	47	6
Bradford, Eldred and Cuba,	560,000	00	194,691	14	754,691	14	6
Buffalo, Bradford and Pittsburgh,	580,000	00	...	..	580,000	00	7
Buffalo, New York and Philadelphia,	24,471,374	60	3,605,393	88	28,076,768	48	6 and 7
Catawissa,	1,802,350	00	...	..	1,802,350	00	5, 6, 7, and 10
Catasauqua and Fogelsville,	...	..	138,000	00	138,000	00	...
Chartiers,	500,000	00	107,487	87	607,487	87	7
Chester and Delaware River,	...	..	195,100	99	195,100	99	...
Chester Creek,	185,000	00	...	..	185,000	00	6
Chester Valley,	500,000	00	350,000	00	850,000	00	7
Cleveland and Pittsburgh,	5,352,343	63	...	..	5,352,343	63	6 and 7
Colebrookdale,	600,000	00	119,064	01	719,064	01	6

Colebrook Valley,	.....	..	85,000	00	85,000	00	.....
Columbia and Port Deposit,	1,882,000	00	907,550	00	2,789,550	00	7
Connecting,	991,000	00	514,503	73	1,505,503	73	6
Corning, Cowanesque and Antrim,	1,250,000	00	.....	..	1,250,000	00	6
Cornwall,	.....	..	55,745	48	55,745	48	.....
Cornwall and Lebanon,	150,000	00	141,066	55	291,066	55	5
Cornwall and Mt. Hope,	.....	..	87,178	55	87,178	55	.....
Cumberland Valley,	270,500	00	.....	..	270,500	00	8
Cresson, Clearfield and New York Short Route,	750,000	00	3,800	00	753,800	00	6
Danville and Riverside,	.....		368	23	368	23	.....
Delaware and Hudson Canal Company's Railroad,	15,378,000	00	.....	..	15,378,000	00	7
Delaware, Lackawanna and Western,	3,674,000	00	.....		3,674,000	00	7
Delaware River and Lancaster,	2,000,000	00	1,550	00	2,001,550	00	6
Dillsburg and Mechanicsburg,	100,000	00	..		100,000	00	6
Dunkirk, Allegheny Valley and Pittsburgh,	3,200,000	00	231,840	86	3,431,840	86	7
Easton and Bangor,	400,000	00	.....	..	400,000	00	6
East Brandywine and Waynesburg,	375,000	00	248,293	50	623,293	50	7 and 8
East Broad Top,	500,000	00	55,344	08	555,344	08	4
East Pennsylvania,	495,900	00	.....	.	495,900	00	7
Ebensburg and Cresson,	80,000	00	.....	..	80,000	00	6
Edgewood,	.....	.	19,532	64	19,532	64	.....
Elmira and Williamsport,	1,570,000	00	.....		1,570,000	00	5 and 6
Erie and Pittsburgh	3,262,000	00	21,886	04	3,283,886	04	7
Erie and Wyoming Valley,	2,500,000	00	256,589	57	2,756,589	57	6
Evergreen,	.....		34,148	42	34,148	42	.....
Fort Pitt Incline Plane,	30,000	00	2,635	05	32,635	05	6
Frankford and Holmesburg,	50,000	00	.....		50,000	00	7
Gettysburg and Harrisburg,	280,000	00	72,378	96	352,378	96	6
Greenlick Narrow Gauge,	.....		4,360	16	4,360	16	.....
Hanover and York,	150,000	00	44,600	00	194,600	00	5
Hanover Junction, Hanover and Gettysburg,	250,000	00	4,000	00	254,000	00	6
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000	00	.....		700,000	00	4
Harrisburg and Potomac,	507,200	00	433,739	86	940,939	86	7
Huntingdon and Broad Top Mountain,	2,399,395	00	.....		2,399,395	00	5 and 7
Jamestown and Franklin,	708,000	00	1,183,159	40	1,981,159	40	7
Jefferson,	2,300,000	00	.....	..	2,300,000	00	7
Junction,	725,000	00	.....	..	725,000	00	4½ and 6
Lake Shore and Michigan Southern,	47,466,000	00	.....	..	47,466,000	00	7 and 8
Lancaster and Reading Narrow Gauge,	350,000	00	.....	..	350,000	00	7
Lawrence,	355,000	00	.....	..	355,000	00	7
Lehigh and Lackawanna,	600,000	00	1,111	66	601,111	66	7
Lehigh Valley,	25,647,000	00	.....	..	25,647,000	00	6 and 7
Lewisburg and Tyrone,	.....	..	362,113	29	362,113	29	.....

TABLE B.—DEBT AND INTEREST—Continued.

NAME OF COMPANY.	Total amount now of funded debt.		Total amount now of floating debt.		Total amount now funded and floating debt.		Rate per cent. per annum of interest.
Ligonier Valley,	43,484	59	6,171	79	49,656	38	6
Little Saw-Mill Run,	$179,000	00	$300,000	00	$182,000	00	6
Littlestown,	40,000	00	15,870	91	55,870	91	5
Martin's Creek,	. . . .		17,741	56	17,741	56	. . . . .
Meadville and Linesville,	150,000	00	. . . . .	. .	150,000	00	6
Mifflin and Centre County,	200,000	00	. . . . .	.	200,000	00	6
Monongahela Incline Plane,	100,000	00	15,666	66	115,666	66	5
Mont Alto,	125,000	00	. . . . .	.	125,000	00	7
Montrose,	15,000	00	. . . . .		15,000	00	7
Mount Oliver Incline Plane,	45,000	00	3,000	00	48,000	00	6
Nesquehoning Valley,	. . . . .	. .	5,774	58	5,774	58	. . . . .
Newry,	. . . . .	. .	25,131	72	25,131	72	. . . . .
New Brighton and New Castle,	400,000	00	. . . . .	. .	400,000	00	5
New Castle Railroad and Mining,	3,500	00	. . . . .	. .	3,500	00	6
New York, Chicago and St. Louis,	20,046,000	00	2,710,000	00	22,756,000	00	6 and 7
New York, Lake Erie and Western,	75,268,485	10	. . . . .		75,268,485	10	Not stated.
New York, Lake Erie and Western Coal,	3,000,000	00	91,183	62	3,091,183	62	6
New York, Pennsylvania and Ohio,	98,483,665	00	614,372	78	99,098,037	78	5, 6, and 7
Northern Central,	14,901,000	00	. . . . .	.	14,901,000	00	4½, 5, and 6
North-East Pennsylvania,	160,000	00	249,039	75	409,039	75	7
North Pennsylvania,	7,021,500	00	. . . .		7,021,500	00	6 and 7
New York, Susquehanna and Western,	6,850,000	00	1,412,934	94	8,262,984	94	4, 5, and 6
North and West Branch,	1,500,000	00	. . . . .	.	1,500,000	00	6
Ohio and Baltimore Short Line,	500,000	00	629,144	50	1,129,144	50	5
Oil City and Ridgway,	15,000	00	. . . . .	.	15,000	00	6
Pennsylvania,	63,388,690	00	. . . . .		63,388,690	00	4½, 5, and 6
Pennsylvania Coal Company's Railroad,	. . . . .	. .	454,301	10	454,301	10	. . . . .
Pennsylvania Company,	15,531,000	00	4,772,326	37	20,303,326	36	4½ and 6
Pennsylvania and New York Canal and Railroad,	3,000,000	00	1,332,752	47	4,332,752	47	7

Pennsylvania Schuylkill Valley,	4,800,000	00	8,704	89	4,808,704	89	5
Pennsylvania and Western,	200,000	00	. . .		200,000	00	6
People's,	15,000	00	14,523	04	29,523	04	6
Perkiomen,	1,924,600	00	781,120	42	2,705,720	42	6
Philadelphia and Baltimore Central,	2,100,000	00	2,161,512	50	2,161,512	50	5 and 7
Philadelphia and Erie,	19,419,000	00	.		19,419,000	00	4½, 5, 6 and 7
Philadelphia, Germantown and Chestnut Hill,	1,000,000	00	153,375	29	1,153,375	29	4½
Philadelphia Midland,	250,000	00	. . . . .		250,000	00	5
Philadelphia, Newtown and New York,	700,000	00			700,000	00	6
Philadelphia and Reading,	93,904,877	92	9,851,747	34	103,756,625	26	5, 6 and 7
Philadelphia, Wilmington and Baltimore,	3,500,000	00	136,666	66	3.636,666	66	5 and 6
Pickering Valley,	332,300	00	381,059	42	713,359	42	7
Pine Creek,	3,500,000	00	352,586	76	3,852,586	76	6
Pittsburgh and Castle Shannon,	62,257	82	7,940	99	70,198	81	7
Pittsburgh, Chartiers and Youghiogheny,	457,000	00	83,259	56	540,259	56	6
Pittsburgh, Cincinnati and St. Louis,	12,617,000	00	3,050,554	98	15,667,554	98	5, 6 and 7
Pittsburgh and Connellsville,	20,718,600	00	78,744	90	20,797,344	90	5, 6 and 7
Pittsburgh East End,	.		3,839	59	3,839	59	. . . . .
Pittsburgh, Fort Wayne and Chicago,	12,510,000	00	. . . . .	. .	12,510,000	00	7
Pittsburgh Junction,	440,000	00	. . .	.	440,000	00	6
Pittsburgh and Lake Erie,	2,000,000	00	964,434	06	2,964,434	06	6
Pittsburgh, McKeesport and Youghiogheny,	3,100,000	00	. . .		3,100,000	00	6
Pittsburgh, Virginia and Charleston,	3,000,000	00	20,000	00	3,020,000	00	5
Pittsburgh and Western,	5,878,100	00	1,764,959	89	7,352,959	89	6 and 7
Plymouth,	. . .	.	274,495	19	274,495	19	. . . . .
Pottsville and Mahanoy,	. .		484,584	19	484,584	19	. . . . .
Reading and Columbia,	2,041,166	67	244,995	01	2,259,161	68	5 and 6
New City and Eldred,	. . .		2,030	40	2,030	40	. . . . .
Ridgway and Clearfield,	491,000	00	. .		491,000	00	5
River Front,	216,000	00	86,729	73	302,729	73	4½
Rochester and Pittsburgh,	10,638,000	00	755,527	20	11,393,529	20	6 and 7
Salisbury,	150,000	00	. . .		150,000	00	7
Schuylkill River West Side,	. .	.	2,859	10	2,859	10	. . . . .
Shamokin, Sunbury and Lewisburg,	1,500,000	00	139,744	12	1,639,744	12	5 and 6
Shamokin Valley and Pottsville,	2,000,000	00	. . . . .	.	2,000,000	00	7
Sharon,	156,000	00	. . .		156,000	00	7
Sharpsville,	60,000	00	8,356	53	68,356	53	6
Shenango and Allegheny,	1,200,000	00	270,306	35	1,470,306	35	7
Somerset County,	18,000	00	. . . . .	. .	18,000	00	4
Somerset and Cambria,	975,000	00	. . . . .	. .	975,000	00	5 and 6
South Mountain,	100,000	00	. . . . .	.	100,000	00	6
South Pennsylvania,	6,000,000	00	. . . . .	. .	6,000,000	00	6
Southern Pennsylvania,	625,000	00	. . . . .	. .	625,000	00	7

TABLE B.—DEBT AND INTEREST—Continued.

NAME OF COMPANY.	Total amount now of funded debt.		Total amount now of floating debt.		Total amount now funded and floating debt.		Rate per cent. per annum of interest.
South-West Pennsylvania,	$1,000,000	00	. . . . .	. .	$1,000,000	00	7
State Line and Sullivan,	300,000	00	. . . . .		300,000	00	7
Stewartstown,	. . .		$29,000	00	29,000	00	. . . . .
Stony Creek,	350,000	00	370,201	69	720,201	69	7
Susquehanna and Clearfield,	285,000	00	. . . . .		285,000	00	5
Sunbury, Hazleton and Wilkes-Barre,	2,535,000	00	. . .		2,535,000	00	5 and 6
Sunbury and Lewistown,	500,000	00	. . . .		500,000	00	7
Tioga,	789,500	00	29,542	00	819,042	00	7
Tionesta Valley,	. . . . .	. .	116,359	03	116,359	03	. . . . .
Tresckow,	. . .		103,377	19	103,377	19	. . . . .
Tyrone and Clearfield,	1,000,000	00	. . . . .	.	1,000,000	00	5
Waynesburg and Washington,	98,900	00	. . . . .		98,900	00	7
West Chester,	75,000	00	. . .		75,000	00	5
Western Maryland,	3,675,000	00	840,038	53	4,515,038	53	6
Western Pennsylvania,	4,300,000	00	. . . .		4,300,000	00	5 and 6
West Penn and Shenango Connecting,	400,000	00	84,664	52	484,664	52	6
Wheeling, Pittsburgh and Baltimore,	. .	. .	258,149	12	258,149	12	. . . . .
Williamsport and Clearfield,	230,000	00	. . .		230,000	00	6
Williamsport and North Branch,	240,000	00	7,000	00	247,000	00	6
Wilmington and Northern,	225,000	00	. . . .		225,000	00	6
Wind Gap and Delaware,	. . . .		15,697	32	15,697	32	. . . . .
York and Peach Bottom,	240,250	00	. . .	. .	240,250	00	5
	$743,253,319	70	$58,984,133	94	$802,237,453	64	

TABLE C.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
Addison and Northern Pennsylvania,	. . . . .		. . . . .		*$933,427	96	. . . . .		. . . . .		. . . . .	
Allegheny Valley,	$21,683,452	77	$2,366,087	53	24,049,540	30	. . . . .		$83,558	51	$9,117	87
Allentown,	1,084,652	71	. . . . .		1,084,652	71	$23,509	43	241,033	94	. . . . .	
Arnot and Pine Creek,	255,000	00	. . . . .		255,000	00	. . . . .		15,315	31	. . . . .	
Bachman Valley,	112,494	13	. . . . .		112,494	13	. . . . .		. . . . .		. . . . .	
Bald Eagle Valley,	1,428,667	50	. . . . .		1,428,667	50	. . . . .		. . . . .		. . . . .	
Baltimore and Cumberland Valley,	152,432	05	. . . . .		152,432	05	. . . . .		. . . . .		. . . . .	
Baltimore and Cumberland Valley Extension,	500,000	00	. . . . .		500,000	00	50,000	00	18,518	57	. . . . .	
Baltimore and Ohio Short Line,	3,500,000	00	. . . . .		3,500,000	00	. . . . .		102,941	18	. . . . .	
Bangor and Portland,	308,166	13	43,860	00	352,026	13	. . . . .		12,326	65	14,081	05
Barclay Coal Company's Railroad,	622,600	00	. . . . .		622,600	00	. . . . .		. . . . .		. . . . .	
Bedford and Bridgeport,	1,423,606	61	. . . . .		1,423,606	61	. . . . .		28,985	09	. . . . .	
Beech Creek, Clearfield and South-Western,	. . . . .		. . . . .		*11,196,888	28	. . . . .		. . . . .		. . . . .	
Bell's Gap,	965,476	00	68,757	18	1,034,233	18	. . . . .		30,650	03	2,182	77
Bellefonte, Nittany and Lemont,	336,000	00	. . . . .		336,000	00	. . . . .		35,555	55	. . . . .	
Berlin Branch,	76,726	19	. . . . .		76,726	19	. . . . .		10,960	88	. . . . .	
Bradford, Bordell and Kinzua,	511,049	26	78,218	96	589,268	22	. . . . .		11,180	24	2,366	68
Bradford Bordell and Smethport,	88,223	51	11,776	49	100,000	00	. . . . .		6,968	68	930	21
Bradford, Eldred and Cuba,	992,776	11	136,815	20	1,129,591	31	. . . . .		18,120	24	2,548	06
Brockwayville and Punxsutawney,	250,000	00	. . . . .		250,000	00	. . . . .		. . . . .		. . . . .	
Buffalo, Bradford and Pittsburgh,	2,866,400	00	. . . . .		2,866,400	00	. . . . .		109,530	00	. . . . .	
Buffalo, New York and Philadelphia,	41,087,208	10	. . . . .		41,087,208	10	. . . . .		64,772	70	. . . . .	
Catawissa,	6,206,668	08	. . . . .		6,206,668	08	. . . . .		. . . . .		. . . . .	
Catasauqua and Fogelsville,	523,185	59	135,150	00	658,335	59	15,000	00	20,517	08	5,300	00
Chartiers,	1,122,336	10	. . . . .		1,122,336	10	7,500	00	. . . . .		. . . . .	
Chester and Delaware River,	220,915	21	. . . . .		220,915	21	30,480	00	50,322	37	. . . . .	
Chester Creek,	457,100	00	. . . . .		457,100	00	. . . . .		64,019	61	. . . . .	

TABLE C.—ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
Chester Valley,							$3,000	00				
Clearfield and Jefferson,	$2,500	00			$2,500	00						
Cleveland and Pittsburgh,	13,445,922	43	$3,814,961	54	17,260,883	97			$67,943	48	$19,240	58
Colebrookdale,	672,029	58			672,029	58	14,108	07	52,502	31		
Colebrook Valley,	479,898	62			479,898	62						
Columbia and Port Deposit,	2,024,327	16			2,024,327	16						
Connecting,	2,772,478	53			2,772,478	53						
Corning, Cowanesque and Antrim,	3,250,000	00			3,250,000	00	50,000	00	38,235	30		
Cornwall,	423,293	15	161,581	03	584,874	18	44,319	10	22,243	46	8,490	85
Cornwall and Lebanon,	375,618	72	112,068	08	487,686	80						
Cornwall and Mt. Hope,	189,975	32			189,975	32			36,533	71		
Coudersport and Port Allegany,	115,000	00	35,000	00	150,000	00			6,700	00	3,000	00
Cresson, Clearfield and New York Short Route,	1,700,000	00			1,700,000	00						
Cumberland Valley,	1,991,826	30			1,991,826	30			24,412	51		
Danville and Riverside,	4,158	23			4,158	23						
Danville and Shamokin,	26,710	00			26,710	00						
Delaware and Hudson Canal Company's Railroad,	3,821,718	40	1,378,958	78	5,200,677	18			40,224	38	14,513	83
Delaware, Lackawanna and Western,	18,114,488	93	8,556,474	47	26,670,963	40	7,837,084	04	86,296	45	40,762	58
Delaware River and Lancaster,	23,073	00			23,073	00						
Dillsburg and Mechanicsburg,	181,121	21			181,121	21						
Dunkirk, Allegheny Valley and Pittsburgh,	4,558,150	07	262,725	00	4,820,875	07	50,000	00	50,317	05	2,899	83
East Brandywine and Waynesburg,	535,105	27			535,105	27						
East Broad Top,	914,042	82	187,066	10	1,101,108	92	10,617	75	30,468	09	5,120	89
East Mahanoy,	479,743	44			479,743	44	600	00	34,048	51		
East Pennsylvania,	1,890,050	08			1,890,050	08			52,501	39		
Ebensburg and Cresson,	122,000	00			122,000	00	400	00				

Edgewood,	28,172	36	2,000	00	30,172	36			28,172	36	2,000	00
Elmira and Williamsport,	2,218,000	00	352,000	00	2,570,000	00			29,377	48	4,662	25
Erie and Pittsburgh,	3,180,937	26	1,895,725	18	5,076,662	44			31,419	77	18,725	06
Erie and Wyoming Valley,	4,056,786	77	55,802	80	4,112,589	57			83,645	08	1,150	58
Evergreen,	26,582	98			26,582	98	800	00	6,645	74		
Fayette County,	130,000	00			130,000	00						
Fort Pitt Incline Plane,	95,300	00			95,300	00	488	40				
Gettysburg and Harrisburg,	518,625	27	48,863	64	567,488	91	8,122	17	21,082	32	1,986	32
Greenlick Narrow Gauge,	29,752	75	7,250	02	37,002	77	50	00	7,438	19	1,812	50
Hanover Junction, Hanover and Gettysburg,	407,282	81	174,751	28	582,034	09	17,200	00	10,717	96	4,598	71
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,500	00			1,882,500	00						
Harrisburg and Potomac,	1,070,189	31	37,500	00	1,107,689	31	182,425	00	25,787	40	903	61
Huntingdon and Broad Top Mountain,	5,609,086	69			5,609,086	69						
Ironton,	250,000	00	18,000	00	268,000	00	12,830	00	25,000	00	1,398	06
Jamestown and Franklin,	2,538,458	84			2,538,458	84			49,676	30		
Jefferson,	4,396,050	00			4,396,050	00			97,975	21		
Junction,	1,062,000	50			1,062,000	50						
Kensington and Tacony,	422	67			422	67						
Lake Shore and Michigan Southern,	66,700,000	00	17,300,000	00	84,000,000	00	365,779	61	77,121	43	16,879	03
Lawrence,	830,183	95			830,183	95			37,667	14		
Lehigh and Lackawanna,	976,211	66			976,211	66						
Lehigh and Susquehanna,	14,358,412	51			14,358,412	51						
Lehigh Valley,	23,878,405	84	12,986,314	66	36,864,720	50						
Lewisburg and Tyrone,	1,562,113	29			1,562,113	29						
Ligonier Valley,	207,427	93			207,427	93			17,285	66		
Little Saw-Mill Run,	191,642	61	164,657	14	356,299	75	54,850	00	42,587	24	36,590	47
Little Schuylkill Navigation,	1,416,187	00			1,416,187	00	10,000	00				
Littlestown,	115,616	00			115,616	00	2,000	00	12,170	00		
Loyalsock,	36,487	24			36,487	24						
Lykens Valley,	578,767	24	17,000	00	595,767	24						
Martin's Creek,	21,562	36			21,562	36			143,748	96		
Mifflin and Centre County,	365,789	39			365,789	39			29,714	05		
Mill Creek and Mine Hill Navigation,	323,045	00			323,045	00						
Mine Hill and Schuylkill Haven,	4,037,236	19			4,037,236	19						
Monongahela Incline Plane,	250,000	00			250,000	00	26,583	23				
Mont Alto,	317,326	80	24,807	45	342,134	25			17,106	71	1,240	37
Montour,	200,000	00	98,800	00	298,800	00						
Montrose,	332,741	18	41,308	13	374,049	31			11,883	61	1,475	29
Mount Carbon and Port Carbon,	282,815	45			282,815	45						
Mount Oliver Incline Plane,	88,065	53			88,065	53						
Mount Pleasant and Broad Ford,	201,669	69			201,669	69			20,166	97		
Nesquehoning Valley,	1,405,904	47			1,405,904	47						

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
Newry,	$25,408	44			$25,408	44			$25,408	44		
New Brighton and New Castle,	779,606	03			779,606	03			62,368	48		
New Castle and Beaver Valley,	876,342	18			876,342	18			58,422	81		
New York, Chicago and St. Louis,	65,188,171	00	$5,704,243	07	70,892,414	07			125,661	52	$11,129	80
New York, Lake Erie and Western,	7,808,084	35	4,914,526	29	12,722,610	64						
New York, Lake Erie and Western Coal,	1,965,668	23			1,965,668	23			35,955	15		
New York, Pennsylvania and Ohio,	143,383,501	94			143,383,501	94						
New York, Ridgway and Pittsburgh,	47,000	00			47,000	00						
Northern Central,	13,869,310	98	4,196,107	35	18,065,418	33						
North-East Pennsylvania,	306,041	96			306,041	96						
North Pennsylvania,	9,787,699	29	1,750,935	65	11,538,634	94	$1,253,924	15				
New York, Susquehanna and Western,	25,023,474	18	1,370,019	83	26,393,494	01			186,672	69	10,220	22
North and West Branch,	3,078,734	45			3,078,734	45						
Ohio and Baltimore Short Line,	1,421,411	74			1,421,411	74						
Oil City and Ridgway,	71,427	43			71,427	43			11,905	00		
Pennsylvania,	38,373,977	24	24,357,293	43	62,731,270	67	12,738,228	19				
Pennsylvania Coal Company's Railroad,	2,000,000	00			2,000,000	00						
Penn Gas Coal Company's Youghiogheny,	347,148	62	29,238	62	376,387	24			35,459	51	2,986	58
Pennsylvania and New York Canal and Railroad,	6,480,377	94	1,250,000	00	7,730,377	94						
Pennsylvania Schuylkill Valley,	9,778,091	59			9,778,091	59						
Pennsylvania and Western,	200,000	00			200,000	00						
People's,	88,141	34	30,265	29	118,406	63						
Perkiomen,	2,080,448	65	4,257	03	2,084,705	68	19,611	19	54,036	59	110	57
Philadelphia and Baltimore Central,	3,763,225	08	447,237	54	4,210,462	62			52,361	55	6,223	00
Philadelphia and Erie,	26,186,163	35			26,186,163	35			90,924	18		

Philadelphia, Germantown and Chestnut Hill,	2,000,000	00			2,000,000	00			296,296	30		
Philadelphia Midland,	500,000	00			500,000	00						
Philadelphia, Newtown and New York,	1,900,000	00			1,900,000	00			90,909	00		
Philadelphia and Reading,	40,271,772	16	10,398,057	40	50,669,829	56			123,216	43	31,798	34
Philadelphia and Trenton,	2,510,412	55			2,510,412	55	290,967	21				
Philadelphia, Wilmington and Baltimore,	13,745,256	25			13,745,256	25	378,133	24	108,873	31		
Pickering Valley,	480,837	82			480,837	82	800	00	42,552	02		
Pine Creek,	4,634,009	14			4,634,009	14						
Pittsburgh and Castle Shannon,	185,000	00	31,427	50	216,427	50	21,781	00	30,833	33	5,237	75
Pittsburgh, Chartiers and Youghiogheny,	869,825	18	129,004	95	998,830	13	16,680	00	40,084	10	5,944	93
Pittsburgh, Cincinnati and St. Louis,	16,433,818	93	4,438,027	25	20,871,846	18	22,000	00	82,309	02	22,227	92
Pittsburgh and Connellsville,	14,158,454	93	1,683,198	49	15,841,653	42			94,076	11	11,184	04
Pittsburgh East End,	17,907	34			17,907	34						
Pittsburgh, Fort Wayne and Chicago,	42,065,221	15			42,065,221	15						
Pittsburgh Junction,	2,333,102	19			2,333,102	19						
Pittsburgh and Lake Erie,	4,909,056	88	1,119,888	29	6,028,945	17	383,818	15	69,141	64	15,773	08
Pittsburgh, McKeesport and Youghiogheny,	5,414,185	29	383,045	03	5,797,230	32			87,249	58	6,172	77
Pittsburgh and State Line,	1,200,000	00			1,200,000	00			10,000	00		
Pittsburgh and Western,	14,241,388	53	800,027	88	15,041,641	16			59,587	40	3,347	40
Pomeroy and Newark,	502,056	25			502,056	25						
Pottsville and Mahanoy,	613,885	63			613,885	63						
Reading and Columbia,	2,193,481	39	245,241	18	2,438,722	57	67,002	67	45,975	30	5,140	25
Rew City and Eldred,	108,811	17	4,219	23	113,030	40			8,370	09	324	55
Ridgway and Clearfield,	980,985	91			980,985	91						
River Front,	518,729	73			518,729	73						
Rochester and Pittsburgh,	22,573,688	08	2,657,593	51	25,231,281	59			72,752	64	8,565	14
Salisbury,	233,383	50	9,724	50	243,108	00			19,448	62	810	37
Schuylkill Valley Navigation Railroad,	576,840	94			576,840	94						
Shamokin, Sunbury and Lewisburg,	2,637,758	53			2,637,758	53	14,570	00	84,815	39		
Shamokin Valley and Pottsville,	2,875,700	00			2,875,700	00						
Sharon,	567,879	48			567,879	48	26,500	00	30,000	00		
Sharpsville,	395,575	53	24,083	79	419,659	32			17,931	80	1,091	29
Shenango and Allegheny,	1,566,668	87	279,203	82	1,845,872	69	16,596	21	26,111	15	4,653	40
Sinnemahoning and Sheffield,	15,000	00			15,000	00						
Sinnemahoning Valley,	54,300	00	6,800	00	61,100	00			6,033	33	755	55
Slate Run,	35,000	00			35,000	00			4,000	00		
Somerset County,	63,563	06	8,580	00	72,143	06	2,150	00	7,945	38	1,072	50
Somerset and Cambria,	1,317,194	82			1,317,194	82			29,271	00		
South Mountain,	345,125	12	45,639	29	390,764	41	1,200	00	19,410	86	2,566	98
Southern Pennsylvania,	625,000	00			625,000	00			27,173	90		

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
South-West Pennsylvania,	$1,567,040	35			$1,567,040	35						
State Line,	85,672	65			85,672	65						
Stewartstown,	56,000	00	$6,900	00	62,900	00	$2,000	00	$8,000	00		
Stony Creek,	551,326	41	497	34	551,823	75	46,569	31	41,174	49	$4	83
Susquehanna and Clearfield,	570,247	44			570,247	44						
Sunbury, Hazleton and Wilkes-Barre,	3,535,109	96			3,535,109	96						
Tioga,	1,469,281	68			1,469,281	68			18,459	01		
Tionesta Valley,	145,985	03	60,755	08	206,740	11			8,110	28	3,375	28
Tipton,	23,621	54			23,621	54						
Tresckow,	233,377	19			233,377	19						
Tyrone and Clearfield,	1,640,373	53			1,640,373	53						
Warren and Farnesworth Valley,	123,431	71	44,917	77	168,349	48			7,480	71	2,722	29
Waynesburg and Washington,	164,461	05	33,533	79	197,994	84	10,780	00	5,671	07	1,156	34
West Chester,	276,389	50			276,389	50						
West Chester and Phœnixville,	14,670	28			14,670	28						
Western Maryland,	5,023,201	89			5,023,201	89						
Western Pennsylvania,	5,340,769	36			5,340,769	36						
West Penn and Shenango Connecting,	982,213	44			982,213	44			44,646	06		
Wheeling, Pittsburgh and Baltimore,	829,631	30			829,631	30			25,925	98		
Wilmington and Northern,	1,638,268	58	180,907	96	1,819,176	54	45,177	99	18,806	89	2,076	78
Wind Gap and Delaware,	65,697	32			65,697	32						
York and Peach Bottom,	493,034	69	77,206	00	570,240	69			12,325	86	1,930	15
Youghiogheny Northern,	400,000	00			400,000	00			199,578	50		
	$885,896,264	11	$117,296,884	81	$1,015,323,465	16	$27,675,239	11				

* These sums—Addison and Northern $933,427 96 and Beech Creek $11,196,888 28—make the difference between the combined totals of the first two columns and the total of the third column of this table.

TABLE D.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Aggregate length of all tracks in Pennsylvania.	Miles of steel rails on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Penn'a.
Addison and Northern Pennsylvania,	41			41	30.50	34				
Allegheny Valley,	242	17.50		259.50	259.50	393.50	269	124.50	250	389
Allentown,	4.50			4.50	4.50	4.90		4.90		
Arnot and Pine Creek,	12			12	12	16.65		16.65	12	12
Bachman Valley,	9			9	9	9	2.50	6.50		
Bald Eagle Valley,	51.20	29.17		80.37	80.37	90.15	75.53	14.62	71.30	78
Baltimore and Cumberland Valley,	4.55			4.55	4.55	5.61		5.61		
Baltimore and Cumberland Valley Extension,	26.02			26.02	26.02	27.40		27.40		
Baltimore and Ohio Short Line,	34.30			34.30	34.30	38.95	34.30	4.65		
Baltimore and Philadelphia,	[1]36.55	20		20	2.39	2.49		2.49	2.39	2.39
Bangor and Portland,	25			25	25	31	20	11	25	25
Barclay,	16.23			16.23	16.23	22.25	5	17.25	17	17
Bedford and Bridgeport,	38.70	10.50		49.20	49.20	54.16	27.38	26.78	38.70	38.70
Beech Creek, Clearfield and South-Western,	104.27	20.18		124.45	124.45	150.31	150.31		124.45	145.45
Bell's Gap,	25.70			25.70	25.70	31.50			25.40	25.40
Bellefonte, Nittany and Lemont,	9.45			9.45	9.45	10.48	10.40	.08	9.45	9.45
Berlin,	8.07			8.07	8.07	8.77		8.77		
Berlin Branch,	7			7	7	7		7		
Bradford,	14			14	14	14				
Bradford, Bordell and Kinzua,	15	1.93	22.39	39.32	39.32	45.71	3.46	42.25		
Bradford, Bordell and Smethport,	10.23			10.23	10.23	12.66		12.66		
Bradford, Eldred and Cuba,	23.71		29.98	53.69	5.74	6.65		58.30		
Bradford, Richburg and Cuba,	9.36			9.36	5.74			10.21		
Brockwayville and Punxsutawny,	25			25	25					
Buffalo, Bradford and Pittsburgh,	26.17			26.17	18.18	25.93	35.22	2.36	18	42
Buffalo, New York and Philadelphia,	429.85	11	233.31	663.16	345.90	403.20	491.65	171.51		
Catawissa,	94	4.50		98.50	98.50	125.50				
Catasauqua and Fogelsville,	20	5.50		25.50	25.50	33.50	10.50	23	15	15
Chartiers,	22.76			22.76	22.76	26.02	13.15	9.61	22.76	106.80
Cherry Grove,	11			11	11	11	11			
Chester and Delaware River,	4.39			4.39	4.39	7.45		7.45		
Chester Creek,	6.62			6.62	6.62	6.62	6.62			
Chester Valley,	21.50			21.50	21.50	21.50				

TABLE D.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Aggregate length of all tracks in Pennsylvania.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Penn'a.
Cleveland and Pittsburgh,	167.24	31.10	25.64	223.98	40.84	50.01	207.06	83.94	15.30	15.30
Colebrookdale,	12.80			12.80	12.80	15.50	2	13.50		
Colebrook Valley,	16.27			16.27	16.27	18.78		18.78	16	20
Columbia and Port Deposit,	40		3.78	43.78	28.36	31.98	13.69	37.10	28.36	56.72
Connecting,	6.75			6.75	6.75	33.85	31.33	2.52	6.75	69.76
Corning, Cowanesque and Antrim,	53	32		85	70	87.24	61	56		
Cornwall,	7.47			7.47	7.47	19.03	8.82	10.21	8	8
Cornwall and Lebanon,	5.38	3.80		9.19	9.19	9.19	9.19		6	
Cornwall and Mount Hope,	5.20			5.20	5.20	5.20	5.20		6	6
Coudersport and Port Allegany,	17			17	17	17		17		
Cresson, Clearfield and New York Short Route,	[1]38					26	26			
Cumberland Valley,	82.20		42.80	125	99	128.27	86.50	39.80		
Danville and Shamokin,	[1]19	.15		.21	.21	.21				
Delaware and Hudson Canal,	39.01	56	18.69	156.70	139.05	237.19	111.70	2	60	135
Delaware, Lackawanna and Western,	114.61	95.30	6.41	216.32	216.32	529.01	423.63	105.38	114.69	114.69
Delaware River and Lancaster,	[2]83									
Dillsburg and Mechanicsburg,	7.70			7.70	7.70	9.25	3	6.25		
Dunkirk, Allegheny Valley and Pittsburgh,	90.60			90.60	48.30	103.60	81.70	21.90	48.30	96.60
Easton and Bangor,	16									
East Brandywine and Waynesburg,	28.11			28.11	28.11	29.55	12.30	17.25	28.11	28.11
East Broad Top,	30		5.50	35.50	35.50	42.51	17.01	25.50		
Eastern Heights,	[1]7									
East Mahanoy,	7.56	6.53		14.09	14.09	21.80	9.64	12.16		
East Pennsylvania,	36			36	36	71.30	14.73	56.57		
Ebensburg and Cresson,	11			11	11	11.50				
Edgewood,	1			1	1	1.60		1.60		
Erie and Pittsburgh,	84.47			84.47	84.47	114.19	78.40	6.07	98	274
Erie and Wyoming Valley,	44	4.50		48.50	48.50	66	66		44	44
Evergreen,	4			4	4	4.10		4.10		
Fayette County,	12.66			12.66	12.66	12.66	12.23			
Frankford and Holmesburg,	4.16			4.16	4.16	4.92	1.09	3.83	4.16	8.32
Gettysburg and Harrisburg,	21.60	3		24.60	24.60	25.40	21.60	3.80	24.60	24.60
Greenlick Narrow Gauge,	3.56			3.56	3.56	4.20	.43	3.77		

Hanover and York,	18.35			18.35	18.35	18.35				
Hanover Junction, Hanover and Gettysburg,	38.00		41.00	79	53	57.12	19.50	59.50	30	66
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	35.75	18.15		43.90	43.90	104.55	98.56	5.99	54.28	270.55
Harrisburg and Potomac,	32	5.50		37.50	37.50	41.50	5		11	11
Huntingdon and Broad Top Mountain,	45	19.20		64.20	64.20	81.20	36.80	44.40	53	53
Ironton,	9.33			9.33	9.33	12.88	1.25	11.63		
Jamestown and Franklin,	51.10	2.53		53.63	53.63	70.63	46	24.63		
Jefferson,	44.86			44.86	44.86	71.69	71.69		45.50	45.50
Junction,	3.56			3.56	3.56	12.31	4.39	4.36	1.67	18.88
Kendall and Eldred,	18			18	18	18				
Keystone Coal Company's Railroad,	5.50			5.50	5.50	5.50	.50	5		
Kinzua,	12			12	12	12				
Lake Shore and Michigan Southern,	540.49	484.45	315.41	1,340.35	100.23	190.75	1,595.36	560.46	862	934
Lawrence,	17.98	4.06		22.04	9.36	12.04	18.16	8.73	10	30
Lehigh and Lackawanna,	15	10	4	29	29	31		31		
Lehigh Valley,	159.61	167.40	960	326.61	260.69	638.48	621.19	223.03	125	495
Lewisburg and Tyrone,	77.50	7.34		84.84	84.84	90.39	23.04	67.35	82.65	82.65
Ligonier Valley,	10.50			10.50	10.50	12	1.75	10.25	10.50	21
Little Saw-Mill Run,	3			3	3	4.50	4	.50		
Little Schuylkill Navigation,	25.20	3	7.50	38.70	38.70	65.90		65.90		
Littlestown,	9.50			9.50	9.50	9.50				
Loyalsock,	[1]3.77			3.77	3.77	3.79				
Lykens Valley,	20	.75		20.75	20.75	20.75				
Martin's Creek,	.15			.15	.15	.15		.15		
McKean and Buffalo,	22.15			22.15	22.15	22.15				
Meadville and Linesville,	20.50			20.50	20.50	23	.50	22.50	20.50	20.50
Mifflin and Centre County,	12.31		.12	12.43	12.43	18.36	2.29	16.07	4.80	4.80
Mill Creek and Mine Hill Navigation,	3.80	3.47		7.27	7.27	25.20	8.39	16.81		
Milton and North Mountain,	[2]15									
Mine Hill and Schuylkill Haven,	66.50			66.50	66.50	137.50	5.55	14.32	20.50	20.50
Monongahela Incline Plane,	.12			.12	.12					
Monongahela North Shore,	[1]11									
Mont Alto,	17.87			17.87	17.87	19.87				
Montour,	11			11	11	12.30			11	11
Montrose,	28			28	28	28		28		
Mount Carbon and Port Carbon,	2.50			2.50	2.50	18.50	6.62	11.88		
Mount Oliver Incline Plane,	.30			.30	.30	.30				
Mount Pleasant and Broad Ford,	10			10	10	10				
Newry,	1			1	1	1.13		1.13		
New Brighton and New Castle,	12.54			12.54	12.54	14.64	14.10	.54	12.50	42
New Castle and Beaver Valley,	14.98			14.98	14.98	23.71	15.63	7.90	15	60
New Castle and Butler,	2			2	2	2	1	1		
New Castle Railroad and Mining,	5.50			5.50	5.50	5.50		5.50		
New York, Chicago and St. Louis,	512.52	10.50		523.02	43.98	50.02	561.50	53.99	44	704
New York, Lackawanna and Western,	6.41			6.41	6.41	12.82	12.82			
New York, Lake Erie and Western,	459.38	569.64		1,029.02			1,318.02	160		
New York, Lake Erie and Western Coal,	29.92	22.05		51.97	51.97	60.57	46.04	14.53	35.82	35.82
New York and North Pennsylvania,	5			5	5	5.50	1.50	4		
New York, Pennsylvania and Ohio,	388	43.62	141.20	572.86	142.87	142.87				
New York, Ridgway and Pittsburgh,	[1]80	[1]50								
New York, Susquehanna and Western,	101.30	32.75	15.65	149.70	15.10	20.28	128.10	48.95		
North and West Branch,	43.13	4.69		47.82	47.82	63.55	62.31	1.24	41.94	86.48
Northern Central,	136.84	8.59	[2]232.05	377.48	220.03	370.96	487.02	182.88	217.44	495.26

TABLE D.—CHARACTERISTICS OF ROAD—Continued.

Name of Company.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Aggregate length of all tracks in Pennsylvania.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Pennsylvania.
North-East Pennsylvania,	9.80			9.80	9.80	10.70		10.70	9.80	9.80
North Pennsylvania,	55.60	32.60		88.20	88.20	168.62	78.11	90.51		
Ohio and Baltimore Short Line,	[1]46			8.25	8.25	12.75				
Oil City and Ridgway,	6			6	6	6				
Pennsylvania,	248.26	200.62	1,374.33	1,823.21	1,806.43	3,203.86	2,603.56	618.80	539.19	2,993.96
Pennsylvania Coal Company's railroad,	47	15.87		62.87	62.87	62.87	47			
Penn Gas Coal Company's Youghiogheny,	9.79			9.79	9.79	14.79	9.79		9.79	9.79
Pennsylvania and New York Canal and Railroad,	104.30	25.96	24	154.26	154.26	348.57	352.34		124.30	235.90
Pennsylvania Schuylkill Valley,	72.49	11.63		84.12	84.12	118.22	117.88	.34	83.28	151.73
Pennsylvania and Western,	29			29	29	29				
People's,	4.58			4.58	4.58	4.58				
Perkiomen,	38.50			38.50	38.50	48.16	23.37	24.79		
Philadelphia and Baltimore Central,	62.51	9.36	6.62	78.49	69.26	90.02	64.34	25.97		
Philadelphia and Erie,	287.56			287.56	287.56	479.28	406.99	72.29	344.86	919,18
Philadelphia, Germantown and Chestnut Hill,	6.75			6.75	6.75	15.60	14.80	.80	6.75	20.45
Philadelphia, Germantown and Norristown,	17	12.25		29.25	29.25	29.25				
Philadelphia and Lehigh Valley,	[1]40									
Philadelphia Midland,	22.30									
Philadelphia, Newtown and New York,	20.90			20.90	20.90	22.90				
Philadelphia and Reading,	98.40	228.60	[1]1,259.40	1,586	1,140.20	2,252.70	1,269.50	1,801.80	272.80	762.61
Philadelphia and Trenton,	26.42	1.23	6.94	34.59	34.59	131.03	120.83	10.39	26.42	289.04
Philadelphia, Wilmington and Baltimore,	94.99	3.87		98.86	21.37	61.27	204.76	55.35	9	20.50
Pickering Valley,	11.30			11.30	11.30	12.30	.70	1..60		
Pine Creek,	74.80			74.80	74.80	90.80	90.80		74.80	149.60
Pittsburgh and Castle Shannon,	6	4		10	10	10	7	3		
Pittsburgh, Chartiers and Youghiogheny,	15.20			15.20	15.20	21.70	21.20	.50	16.40	23.90
Pittsburgh, Cincinnati and St. Louis,	193.04	8.10	344.64	596.58	57.86	96.83	454.60	316.90	88	555
Pittsburgh and Connellsville,	146.50	3.70	21.70	171.90	169.20	276.49	217.74	62.07		
Pittsburgh East End,	[1]9.50	[1]15								
Pittsburgh, Fort Wayne and Chicago,	468.32	1.57	37.02	506.91	73.14	152.40	597.38		49	1,085

Pittsbugh Junction,	5.84			5.84	5.84	9.48	9.48			
Pittsburgh and Lake Erie,	63	3		71	61.80	104.99	127.21		61.80	126
Pittsburgh and Mansfield,	[4]4.75									
Pittsburgh, McKeesport and Youghiogheny,	56.95	5.01	2	64.01	64.01	93.21	93.21		57	57
Pittsburgh and North-Eastern,	[7]83									
Pittsburgh and State Line,	103.02			103.02	103.02	114.87	114.87		103.02	103.02
Pittsburgh, Virginia and Charleston,	53.23			53.23	53.23	53.23				
Pittsburgh and Western,	201.34	9.97		211.31	211.31	253.81	167.40	71.80		
Plymouth,	9.25			9.25	9.25	9.25				
Pomeroy and Newark,	26.70			26.70	21.66	22.80	1.98	26.06	21.66	21.66
Pottsville and Mahanoy,	[1]10.80									
Reading and Columbia,	39.85	15.94	15.28	77.43	77.43	94.87	16	78.87		
Reading, Marietta and Hanover,	6.36			6.36	6.36	7.03	.03	7		
Rew City and Eldred,	12.16			12.16	12.16	13		13		
Ridgway and Clearfield,	27.23			27.23	27.23	32.33	31.90	.43	27.23	54.46
River Front,	3.62	.24		3.86	3.86	7.18	6.47	.71	.30	.60
Rochester and Pittsburgh,	238.86	7.87	1.03	283.99	116.75	139.25	270.96	76.58	108.77	108.77
Salisbury,	8.70	2.50		11.20	11.20	12.38		12.38		
Schuylkill Valley Navigation,	18.19			18.19	18.19	28.55	1.64	26.91		
Shamokin, Sunbury and Lewisburg,	31.10			31.10	31.10	40.36	32.29	8.07		
Shamokin Valley and Pottsville,	27.30	2.48		29.78	29.78	51.93	31.30	20.13	28.78	28.78
Sharon,	9	11		20	20	20	7	13		9.90
Sharpsville,	17	3.06		20.06	20.06	22.06		22.06		
Sharon and State Line,	[1]2									
Sheffield and Spring Creek,	8			8	8	8				
Shenango and Allegheny,	47	12.30		81.30	81.30	95.10	53.90	41.20	54	57
Sinnemahoning and Sheffield,	[7]65									
Sinnemahoning Valley,	9			9	9	9	9			
Slate Ridge and Delta,	1			1	1	1.10	1.10		1	1
Slate Run,	[1]9									
Somerset County,	8			8	8	8		8		
Somerset and Cambria,	45.10			45.10	45.10	49.87	40.39	9.48		
South Mountain,	17.78			17.78	17.78	19.78	8	11.78	11	19
South Pennsylvania,	[5]									
Southern Pennsylvania,	19.10	4.30		23.40	23.40	23.40		23.40		
South-West Pennsylvania,	44.50	35.68		80.18	80.18	107.17	79.20	27.97	59.56	77.52
State Line,	[1]21.82			1.85	1.85	2.54	1.85	.69		
State Line and Sullivan,	24			24	24	24	24	1	29	58
Stewartstown,	7.20			7.20	7.20	8.20	8.20			
Stony Creek,	10.30	.85		11.15	11.15	13.39	3.41	9.98		
Susquehanna and Clearfield,	22.73	2.11		24.84	24.84	28.09	28.09		22.50	22.50
Sunbury, Hazleton and Wilkes-Barre,	43.44			43.44	43.44	51.68	44.80	6.88	43.23	112.34
Sunbury and Lewistown,	43.45	.12		43.57	43.57	48.12	43.48	4.64	49	49
Tioga,	54.66	3.56		58.22	51.72	70.34	16.92	41.30		
Tionesta Valley,	13	5	19	37	37	39.50	24		11	11
Tyrone and Clearfield,	45.72	43.49		89.21	89.21	119.67	104.16	15.51	49.74	55.44
Warren and Farnesworth Valley,	10.05	5.21		15.26	15.26	16.54		16.54	10.16	10.16
Waynesburg and Washington,	29			29	29	30.65	3.42	27.23		
West Chester,	5			5	5	6.37	6.37		5	10
Western Maryland,	90		33.80	123.60	81.07	33.51	88	57.11		
Western Pennsylvania,	69.02	27.60		96.62	96.62	139.23	99	40.23	97.62	187.87
West Penn and Shenango Connecting,	19.60	2.40		22	22	22	22		20	20
Wheeling, Pittsburgh and Baltimore,	32.20			32	17	18.25	30.20	4.66		

TABLE D.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Aggregate length of all tracks in Pennsylvania.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Penn'a.
Williamsport and North Branch,	43	..	...	22	22	22	18	4	.....	.....
Wilmington and Northern,	63.60	23.51	2.42	89.53	66.82	79	53.82	54.06	66.20	66.20
York and Peach Bottom,	40	.....	.....	40	40	43.50	40	3.50	40	40
Youghiogheny and Elizabeth,	1			1	1	1	1	.....	..	.....
Youghiogheny Northern,	2	.....	.....	2	2	2	2	.....	.....	.....
Total,	10,064.53	2,611.91	4,302.61	16,390.50	10,377.41	16,095.38	16,187.98	6,778.67	5,437.78	13,842.91

[1] Not finished. [2] No road made. [3] Includes 126.42 miles of "operated" road. [4] Includes 106.60 miles of "operated" road.
[5] No road finished and work suspended.

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED.

NAME OF COMPANY.	Number of locomotives.	Number of passenger cars.	Number of baggage, mail, express, and postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Addison and Northern Pennsylvania,	5	6	2	40	2	42	124	99
Allegheny Valley,	71	42	8	2,096	25	2,121	1,300	1,300
Bachman Valley,	...	...	...	...	...	...	16	...
Baltimore and Philadelphia,	4	4	2	29	...	29	58	7
Bangor and Portland,	4	3	2	15	...	15	63	63
Barclay Coal Company's Railroad,	6	2	1	...	4	4	70	70
Beech Creek, Clearfield and South-Western,	16	7	3	577	10	587	385	385
Bell's Gap,	4	4	...	5	...	5	95	95
Berlin,	...	...	...	...	...	...	15	15
Berlin Branch,	...	...	...	...	...	...	8	8
Bradford, Bordell and Kinzua,	5	5	1	86	...	86	83	83
Bradford, Bordell and Smethport,	1	2	...	...	...	...	...	...
Bradford, Eldred and Cuba,	6	8	3	120	...	120	60	...
Buffalo, New York and Philadelphia,	118	84	39	5,386	...	5,386	2,320	1,160
Catasauqua and Fogelsville,	6	3	1	2	...	2	50	50
Cleveland and Pittsburgh,	85	43	24	3,420	...	3,420	1,540	119
Cornwall,	8	5	1	14	159	173	61	61
Cornwall and Lebanon,	7	10	1	...	20	20	90	90
Cornwall and Mt. Hope,	...	...	...	...	...	...	8	8
Coudersport and Port Allegany,	2	2	1	10	30	40	25	25
Cumberland Valley,	26	33	17	396	8	404	587	544
Delaware and Hudson Canal Company's Railroad,	60	9	6	27	4,131	4,158	746	675
Delaware, Lackawanna and Western,	219	55	22	7,787	15,475	23,262	3,429	...
Dunkirk, Allegany Valley and Pittsburgh,	12	8	2	...	...	88	294	151
East Broad Top,	7	3	3	211	40	251	145	145
Edgewood,	1	...	...	...	...	...	...	...

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—Continued.

Name of Company.	Number of locomotives.	Number of passenger cars.	Number of baggage, mail, express, and postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Elmira and Williamsport,	.....	.....	.....	.....	.....		470	275
Erie and Pittsburgh,	26	5	4	1,331	.....	1,331	373	373
Erie and Wyoming Valley,	5	.....	.....	.....	.....	.....	214	214
Evergreen,	2	2	.....	1	1	2	9	9
Fort Pitt Incline Plane,	.....	2	.....	.....	.....	.....	.....	.....
Gettysburg and Harrisburg,	2	11	1	.....	.....	.....	58	58
Greenlick Narrow Gauge,	1	1	.....	.....	23	23	7	7
Hanover Junction, Hanover and Gettysburg,	11	16	3	92	25	117	102	102
Harrisburg and Potomac,	3	5	1	23	1	24	30	30
Huntingdon and Broad Top Mountain,	18	5	2	277	28	305	240	240
Ironton,	2	.....	.....	1	1	2	14	14
Junction,	.....	.....	.....	.....	.....	.....	37	37
Keystone Coal Company's Railroad,	2	.....	.....	.....	70	70	.....	.....
Lake Shore and Michigan Southern,	585	196	107	16,175	600	16,775	10,244	666
Lawrence,	.....	.....	.....	.....	.....	.....	96	79
Lehigh Valley,	325	116	58	5,995	35,220	41,215	6,000	4,800
Ligonier Valley,	2	2	1	8	.....	8	16	16
Little Saw-Mill Run,	4	1	.....	223	73	296	36	36
Lykens Valley,	6	2	.....	7	1	8	58	58
Meadville and Linesville,	2	4	1	5	.....	5	30	30
Monongahela Incline Plane,	.....	2	.....	2	.....	2	13	13
Mont Alto,	2	3	.....	.....	.....	.....	35	35
Montour,	2	1	1	131	.....	131	12	12
Montrose,	2	2	2	22	.....	22	25	25
Mount Oliver Incline Plane,	.....	2	.....	.....	.....	.....	8	8
New Brighton and New Castle,	.....	.....	.....	.....	.....	.....	67	67

New Castle and Beaver Valley,							85	85
New Castle and Butler,	1					110		
New Castle Railroad and Mining,	2							
New York, Chicago and St. Louis,	108	36	14	7,190		7,190	2,427	266
New York, Lake Erie and Western,	554	354	112			29,657		
New York, Pennsylvania and Ohio,	241	102	45	3,993	3,459	7,452		
Northern Central,	152	72	42	5,186	81	5,267	2,337	893
New York, Susquehanna and Western,	35	30	3	1,658	44	1,702	604	54
Pennsylvania,	1,176	890	213	23,873	1,475	25,348	40,000	20,933
Pennsylvania Coal Company's Railroad,	3	11	4	60	3,000	3,060	4,000	4,000
Pennsylvania Company,	35	12	6			10,265		
Penn Gas Coal Company's Youghiogheny,	2	2					14	14
Pennsylvania and New York Canal and Railroad,	87	2	2	9	29	38	1,875	1,585
People's,	1	8			6		12	12
Perkiomen,							166	166
Philadelphia and Baltimore Central,	23	39	7	184	4	188		
Philadelphia and Erie,							3,827	3,827
Philadelphia and Reading,	944	831	122	22,650	32,672	55,322	18,025	13,432
Philadelphia and Trenton,							3,507	
Philadelphia, Wilmington and Baltimore,	105	150	51	1,516	35	1,551	3,986	
Pine Creek,	56	19	7	1,298	786	2,084	245	245
Pittsburgh and Castle Shannon,	5	7	1	3	420	423	190	190
Pittsburgh, Chartiers and Youghiogheny,	4	4	2	236	100	336	75	75
Pittsburgh, Cincinnati and St. Louis,	118	57	32	4,669		4,669	2,550	550
Pittsburgh and Connellsville,	50	43	3	2,114	29	2,143	2,001	1,976
Pittsburgh, Fort Wayne and Chicago,	288	152	64	7,760	57	7,817	6,346	3,250
Pittsburgh Junction,							72	72
Pittsburgh and Lake Erie,	30	26	5	1,432	16	1,448	832	725
Pittsburgh, McKeesport and Youghiogheny,	19	10	1	150	9	159	410	410
Pittsburgh and Western,	39	35	14		813	813	974	974
Reading and Columbia,	11	6	1			24	275	275
Rew City and Eldred,		1	1					
Rochester and Pittsburgh,	60	30	14	3,423		3,423	989	
Salisbury,	1	1					22	22
Sharpsville,	3	1		12		12	30	30
Shenango and Allegheny,	9	5	3	243		243	225	225
Sinnemahoning Valley,	2	1					17	17
Somerset County,	1	1		6		6	19	19
Somerset and Cambria,	1	1	1				115	115
South Mountain,	3	1	2	10	1	11	47	47
Stewartstown,	1	1						
Stony Creek,							57	57
Tioga,	14	6	3	22	724	746	253	

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—Continued.

NAME OF COMPANY.	Number of locomotives.	Number of passenger cars.	Number of baggage, mail, express, and postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
							40	
Tionesta Valley,	3	1	1	97	.....	97	15	40
Warren and Farnesworth Valley,	3	2	.....	36	.....	36	55	15
Waynesburg and Washington,	3	3	1	23	.....	23	580	55
Western Maryland,	27	44	13	....	.....	551		....
West Penn and Shenango Connecting,	.....	....	.....	.....	.....	.....	40	40
Wheeling, Pittsburgh and Baltimore,	.....	....	.....	.....	.....	.....	283	188
Williamsport and North Branch,	5	8	4	....	...	..	50	50
Wilmington and Northern,	18	12	9	115	7	122	354	272
York and Peach Bottom,	5	8	1	84	...	84	65	65
Total,	5,876	3,470	1,123	131,566	97,754	273,233	127,807	67,632

NOTE.—Companies left out of this table report no equipment or persons employed, their roads being operated by other companies or unfinished. The combined total of the columns devoted respectively to eight-wheel and four-wheel freight cars falls short of that of the "total number of freight cars" because some companies have reported the total number only.

TABLE F.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and coal trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
Addison and Northern Pennsylvania,	45,992	74,442	120,434	14	14	10
Allegheny Valley,	620,091	830,854	1,450,945	25	30	12
Baltimore and Ohio Short Line,	90,426	294,826	385,252	. . .	. . .	. . .
Baltimore and Philadelphia,	39,780	12,560	52,340	18	. . .	12
Bangor and Portland,	31,300	18,600	49,900	. . .	. . .	. . .
Barclay Coal Company's Railroad,	18,975	45,460	64,425	16½	. . .	12
Beech Creek, Clearfield and South-Western,	75,670	153,036	228,706	25	. . .	15
Bell's Gap,	34,468	52,746	87,214	15	15	10
Berlin,	12,457	17,070	29,527	. . .	. . .	. . .
Berlin Branch,	[1]4,576	. . .	4,576	16	. . .	. . .
Bradford, Bordell and Kinzua,	61,379	28,135	89,514	15	. . .	10
Bradford, Eldred and Cuba,	64,501	28,487	92,988	15	. . .	10
Buffalo, New York and Philadelphia,	1,056,084	1,266,655	2,322,739	25	30	12
Catasauqua and Fogelsville,	24,000	27,456	51,456	15	. . .	12
Chartiers,	56,654	31,502	88,156	20	24	10
Cleveland and Pittsburgh,	598,184	1,769,901	2,368,085	24	27	10
Colebrook Valley,	36,280	32,209	68,489	. . .	. . .	. . .
Corning, Cowanesque and Antrim,	121,348	308,212	429,560	15	28	12
Cornwall,	28,221	15,024	43,245	23	. . .	12
Cornwall and Lebanon,	19,634	31,797	51,431	. . .	. . .	. . .
Cornwall and Mt. Hope,	10,490	5,760	16,250	23	. . .	12
Coudersport and Port Allegany,	[1]22,000	. . .	22,000	16	. . .	. . .
Cumberland Valley,	337,185	251,109	588,294	25	31	12
Delaware and Hudson Canal Company's Railroad,	83,442	1,307,622	1,391,064	20	27	12
Delaware, Lackawanna and Western,	811,123	5,128,662	5,939,785	25	35	12 to 15

TABLE F.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—Continued.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and coal trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
Dunkirk, Allegheny Valley and Pittsburgh,	126,099	192,758	318,857	20	20	10
East Broad Top,	32,152	40,770	72,922	15	.....	12
Elmira and Williamsport,	184,610	638,343	822,953	25	30	13
Erie and Pittsburgh,	156,105	373,797	529,902	27	30	13
Erie and Wyoming Valley,	[1]9,109	.....	9,109	.....	.....	.....
Fort Pitt Incline Plane,	5,200	.....	5,200	6	.....	.....
Frankford and Holmesburg,	18,720	2,466	21,186	20	.....	18
Gettysburg and Harrisburg,	41,243	17,347	58,590	25	.....	12
Hanover Junction, Hanover and Gettysburg,	98,842	76,814	175,656	22	25	12
Harrisburg and Potomac,	39,007	14,814	53,821	25	.....	15
Huntingdon and Broad Top Mountain,	56,600	216,340	272,940	24½	24½	12
Ironton,	.....	10,159	10,159	.....	.....	6
Junction,	65,000	70,000	135,000	30	30	10
Lake Shore and Michigan Southern,	3,481,846	6,316,179	9,798,025	30	30	12
Lawrence,	40,083	115,536	155,619	29	37	13
Lehigh and Lackawanna,	40,098	20,810	60,908	20½	.....	8¼
Lehigh Valley,	1,628,537	4,126,028	5,754,565	25 to 30	35 to 45	12 to 25
Ligonier Valley,	[1]22,903	...	22,903	15	.....	.....
Little Saw-Mill Run,	5,016	18,000	23,016	10 to 20	.....	6 to 10
Lykens Valley,	1,859	38,786	40,645	20	.....	13
Meadville and Linesville,	30,750	12,300	43,050	25	25	15
Mont Alto,	29,379	8,519	37,898	22½	.....	12
Montrose,	[1]35,000	.....	35,000	14	.....	.....
Mount Oliver Incline Plane,	40,000	.....	40,000	6½	.....	.....
New Brighton and New Castle,	18,324	21,813	40,137	25	25	15

New Castle and Beaver Valley,	43,838	[3]95,482	139,320	27	30	12
New Castle Railroad and Mining,		3,971	3,971			6
New York, Chicago and St. Louis,	464,301	2,622,835	3,087,136	27		14
New York, Lake Erie and Western,	3,804,301	9,106,138	12,910,439	25	32	12 to 14
New York, Lake Erie and Western Coal,	5,634	122,326	127,960	20		12
New York and North Pennsylvania,				14	14	10
New York, Pennsylvania and Ohio,	1,455,463	4,840,925	6,296,388	25	35	15 to 25
New York, Susquehanna and Western,	404,418	303,391	707,809	30	35	12
Northern Central,	662,283	1,191,680	1,853,963	24½	31	11
North-East Pennsylvania,	33,448	6,062	39,510	19¾		9½
Ohio and Baltimore Short Line,		40,075	40,075			
Pennsylvania,	[3]28,170,431	[3]355,159,115	[3]383,329,546			
Pennsylvania Coal Company's Railroad,	46,000	46,250	92,250			
Penn Gas Coal Company's Youghiogheny,	[1]12,000	[4]15,000	27,000	20		15
Pennsylvania and New York Canal and Railroad,	352,649	693,389	1,046,038	25	30	12 to 15
Perkiomen,	119,975	129,762	249,737	22		15
Philadelphia and Baltimore Central,	463,666	138,602	602,268			
Philadelphia and Erie,	554,671	1,264,290	1,818,961	24		10
Philadelphia, Germantown and Chestnut Hill,	117,625	7,754	125,379	35		18
Philadelphia, Newtown and New York,	106,686	13,083	119,769	20		10
Philadelphia and Reading,	6,153,494	9,306,781	15,460,275	22	42	12 to 20
Philadelphia and Trenton,	660,525	641,865	1,302,390	35	46	18
Philadelphia, Wilmington and Baltimore,	1,305,296	1,241,492	2,546,718	30	42	8 to 18
Pine Creek,	110,668	341,865	452,533	15	23	12
Pittsburgh and Castle Shannon,	34,300	12,000	46,300	12		12
Pittsburgh, Chartiers and Youghiogheny,	34,988	21,439	56,427	20		10
Pittsburgh, Cincinnati and St. Louis,	1,036,304	2,421,047	3,457,351	20	28	13
Pittsburgh and Connellsville,	632,529	1,469,220	2,101,749			
Pittsburgh, Fort Wayne and Chicago,	2,184,664	[5]7,181,390	9,366,054	25	35	15
Pittsburgh and Lake Erie,	311,280	423,499	734,779	22	28	10
Pittsburgh, McKeesport and Youghiogheny,	136,516	163,056	299,572	22	28	10
Reading and Columbia,	183,437	204,728	388,165	20		13
Rochester and Pittsburgh,	368,182	561,451	929,633	30	32	12
Salisbury,		31,903	31,903			
Shamokin Valley and Pottsville,	41,588	72,271	113,859	40	40	15
Sharpsville,	[1]16,000		16,000			
Shenango and Allegheny,	78,618	133,791	212,409	24	24	12
Sinnemahoning Valley,	[1]522		522			9
Somerset County,		4,368	4,368			8
Somerset and Cambria,	74,863	92,657	167,520			
South Mountain,	21,917	22,693	44,610	20	25	12
Stony Creek,	41,092	15,656	56,748	25		13
Tioga,	90,445	164,178	254,623	20		12

TABLE F.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—Continued.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by coal and freight trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
Tionesta Valley,	29,422	12,400	41,822	20	20	12
Warren and Farnesworth Valley,	13,200	1,540	14,740	10	.....	9
Waynesburg and Washington,	37,080	10,080	47,160	14½	.....	10
Western Maryland,	440,017	367,075	807,092	20	30	12
West Penn and Shenango Connecting,	38,735	12,520	51,255	24	24	12
Wheeling, Pittsburgh and Baltimore,	84,885	276,760	361,645	.....	.....	.....
Williamsport and North Branch,	...	...	*35,540	.....	..	.....
Wilmington and Northern,	190,270	259,231	449,501	24	30	15
York and Peach Bottom,	37,591	[1]30,607	68,198	15	..	10
Total,	61,716,489	425,361,397	487,113,426			

[1]Mixed trains. [2]Includes freight switching and construction. [3]Car miles. [4]Coal trains. [5]Includes freight and passenger switching and construction.

*These figures represent the difference between the total of this column and the combined totals of the preceding two columns.

NOTE.—Companies whose roads are leased, and whose operations are included in the reports of the lessees, are left out of this table.

TABLE G.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of passengers carried one mile in Penn'a.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Addison and Northern Pennsylvania,				431,368	2.8			
Allegheny Valley,	23,013	928,826	951,839	16,489,643	2.084		2.711	
Baltimore and Cumberland Valley Extension,				860,342			2.07	
Baltimore and Ohio Short Line,				1,281,472	2.4			
Baltimore and Philadelphia,		60,185	60,185	23,200	2.4			
Bangor and Portland,					3		2	
Barclay Coal Company's Railroad,	5,724	9,453	15,177	140,544	2.70		4.01	
Bedford and Bridgeport,					3		3	
Bell's Gap,	1,949	46,565	48,514	439,072	4		4	
Berlin,				56,613	3			
Berlin Branch,	5,403		5,403	5,455	3 and 4			
Bradford, Bordell and Kinzua,		51,848	51,848	777,682				5
Bradford, Eldred and Cuba,			58,820	56,424	4.80			
Buffalo, Bradford and Pittsburgh,	9,412	1,159,260	1,168,672		1.3		2.3	
Catasauqua and Fogelsville,	339	10,758	11,097	73,913	3½		3½	
Chartiers,			208,105	2,204,499			2.65	
Cleveland and Pittsburgh,	1,512	1,008,152	1,023,264	3,765,057	2½		3	
Colebrook Valley,				1,231,020				
Corning, Cowanesque and Antrim,	217	148,313	148,530	1,535,616	3		3	
Cornwall,	84,606	11,100	95,706	710,148	1½ to	2½		
Cornwall and Lebanon,				991,390				
Cornwall and Mt. Hope,	28,480	58,071	86,551	316,613	2 to	3		
Coudersport and Port Allegany,			19,440	236,600	4		3½	
Cumberland Valley,	26,751	556,047	582,798	10,433,816	3		3	
Delaware and Hudson Canal Company's Railroad,	1,276	264,731	266,007	2,582,245	3		3	

TABLE G.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—Continued.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of passengers carried one mile in Penn'a.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Delaware, Lackawanna and Western,	210,886	840,132	1,051,018	22,592,241	2	. . .	2	. . . .
Dunkirk, Allegheny Valley and Pittsburgh,	8,124	118,771	127,895	1,016,796	1.93	. . . .	2.6	. . . .
East Broad Top,	. . . . .	. . . . .	42,226	406,078	3½	. . .	3½	. . . .
Elmira and Williamsport,	. . . . .	. . . . .	197,692	4,908,638	2.508	. . .	2.508	. . . .
Erie and Pittsburgh,	. . . . .	. . . . .	. .	3,539,340	2½	2	3	. . . .
Erie and Wyoming Valley,	2,670	8,237	10,907	. .	3	. . .	. .	. . . .
Fort Pitt Incline Plane,	223,349	.	223,349	*223,349	5	. . .	.	. . . .
Frankford and Holmesburg,	47,889	85,787	133,676	298,824	1.945	. . . .	2.231	. . . .
Gettysburg and Harrisburg,	. . . . .	. . . . .	63,372	930,748	2	. . . .	. .	. . . .
Greenlick Narrow Gauge,	. . . . .	. . . . .	. .	. .	. .	3	3	. . . .
Hanover Junction, Hanover and Gettysburg,	29,633	31,990	61,623	1,029,274	2.1	. . . .	3.2	. . . .
Harrisburg and Potomac,	. . . . .	. . . .	19,055	. .	3	. . . .	3	. . . .
Huntingdon and Broad Top Mountain,	9,832	74,087	83,919	1,425,645	3	. . . .	. . . .	. . . .
Junction,	. . . . .	. . . .	.	3,100,000	. .	. . . .	. . . .	. . . .
Lake Shore and Michigan Southern,	87,355	3,376,743	3,464,098	22,780,177	2½	1¾	3	2
Lawrence,	. . . . .	. . . . .	45,272	281,396	. .	. . .	3	2
Lehigh and Lackawanna,	. . . . .	. . . . .	68,490	896,492	2.14	. . . .	. . . .	. . . .
Lehigh Valley,	. . . . .	. . . . .	. .	33,648,225	. .	. . . .	. . . .	. . . .
Ligonier Valley,	15,483	31,574	47,057	323,137	5	. . . .	5	. . . .
Little Saw-Mill Run,	18,370	. .	18,370	18,370	3	. . . .	. . .	. . . .
Meadville and Linesville,	16,608	19,474	36,082	631,446	. .	. . . .	. . . .	. . . .
Monongahela Incline Plane,	729,865	. .	729,865	. . .	5	. . . .	. . . .	. . . .
Mont Alto,	10,661	40,535	51,196	590,078	1½	. . . .	. . . .	. . . .
Montrose,	. . . . .	. . . . .	19,636	195,841	3.57	. . . .	. . . .	. . . .
Mount Carbon and Port Carbon,	. . . . .	. . . . .	. . . . .	751,879	. . . .	. . . .	. . . .	. . . .

Mount Pleasant and Broad Ford,				403,106	1.1			
New Brighton and New Castle,			118,986	1,154,653			3	2
New Castle and Beaver Valley,			116,919	898,256			3	
New York, Chicago and St. Louis,	16,669	419,709	436,378	1,352,050				
New York, Lake Erie and Western,	553,923	5,345,834	5,899,757		1.503		1.834	
New York, Lake Erie and Western Coal,		19,978	19,978	142,420			2.656	
New York, Pennsylvania and Ohio,	227,887	1,081,410	1,309,297		1.45		2.11	1.79
New York, Susquehanna and Western,			790,559	24,430			1.585	
Northern Central,			2,481,354	18,180,194	2.383		2.383	
North-East Pennsylvania,			118,105	721,786				
Pennsylvania,	284,413	12,057,046	12,341,459	275,545,106	1.297		2.292	
Pennsylvania Coal Company's Railroad,	5,080	11,282	16,362		3		3	
Penn Gas Coal Company's Youghiogheny,			16,087	130,000	3½		3½	
Pennsylvania and New York Canal and Railroad,				8,922,214				
Perkiomen,	2,584	162,993	165,577	1,590,097	2.207		2.795	
Philadelphia and Erie,	1,996	1,008,154	1,010,150	19,211,838	2.247		2.667	
Philadelphia, Germantown and Chestnut Hill,	187,515	1,251,723	1,439,238	4,798,819	1.687		2.119	
Philadelphia, Newtown and New York,			305,663	2,527,453				
Philadelphia and Reading,			23,531,057	169,708,406	1.81			
Philadelphia and Trenton,	1,494,162	3,625,856	5,120,018	77,404,753	2.098		1.559	
Philadelphia, Wilmington and Baltimore,	540,081	5,196,134	5,736,215	55,276,884	2.476		2.145	
Pine Creek,	3,020	82,039	85,059	1,585,601	2.37			
Pittsburgh and Castle Shannon,			247,698	857,000			3½	
Pittsburgh, Chartiers and Youghiogheny,			81,288	362,067			1.797	
Pittsburgh, Cincinnati and St. Louis,	117,193	1,143,577	1,260,770	7,312,818	1.94	1.76	2.83	2.25
Pittsburgh and Connellsville,				17,456,188	2.4			
Pittsburgh, Fort Wayne and Chicago,	219,126	3,000,071	3,219,197	14,306,198	2½	2	3	
Pittsburgh Junction,			258					
Pittsburgh and Lake Erie,			508,652	7,643,949	3	2 25	3	
Pittsburgh, McKeesport and Youghiogheny,	420	209,098	209,518	1,718,829	3	2¼	3	
Reading and Columbia,				5,092,412				
Rochester and Pittsburgh,				6,758,759				
Salisbury,				27,138	3.1			
Shamokin Valley and Pottsville,			154,742	1,138,054	2.010			
Sharpsville,				55,343				
Shenango and Allegheny,			90,978	1,318,715	2.61			
Sinnemahoning Valley,				1,883	5		5	
Slate Ridge and Delta,				7,777	3		3	
Somerset and Cambria,				1,166,591	2.9			
South Mountain,			66,409	620,495	1.8			
Southern Pennsylvania,					3		3	
Stewartstown,					3		3	
Stony Creek,	40,916	66,626	107,542	726,360	2.502		2.365	

TABLE G.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—Continued.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of passengers carried one mile in Penn'a.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Tionesta Valley,	15,548	120,152	135,700	135,700	4	....	5	....
Warren and Farnesworth Valley,	3,446	1,827	5,273	52,398	5	....	5	....
Waynesburg and Washington,	12,262	20,254	32,516	594,512	3	....	3	....
West Chester and Phœnixville,	.....	.....	..	.....	1.64	....	...	....
Western Maryland,	.....	.....	634,482	.....	....	....	....	....
West Penn and Shenango Connecting,	.....	.....	49,929	649,870	2.95	....	...	....
Wheeling, Pittsburgh and Baltimore,	...	...	..	1,197,100	2.6	...	....	...
Williamsport and North Branch,	.....	...	45,840	354,383	.	...	....	....
Wilmington and Northern,	3,504	248,505	252,009	2,256,468	2¾	...	3	....
York and Peach Bottom,	.....	...	60,412	.. ....	3	...	3	..
	5,342,752	44,020,807	79,457,768	843,180,283				

* So reported by the company, but must be erroneous, as the plane is only 350 feet in length.

NOTE.—Some companies report the number of "through" and "local" passengers; others, the total number only; and still others, only the number carried one mile.

TABLE H.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Addison and Northern Pennsylvania,	1,478	29,298	317	.....	.....	.....	.....
Allegheny Valley,	3,501	1,037,613	395,857	104,316	6,105	...	140,140
Baltimore and Cumberland Valley Extension,	.....	[1]13,290	..	..	..	..	..
Baltimore and Ohio Short Line,	.....	[1]305,530	1,196	5,653	17,353	31,207	34,333
Baltimore and Philadelphia,	3,584	14,668	56	1,694	.....	6,384	2,671
Bangor and Portland,	22,300	.....	....	300	.....	55	.....
Barclay Coal Company's Railroad,	86	255,578	47	.....	.....	370	.....
Beech Creek, Clearfield and South-Western,	1,630	783,564	.....	.....	.....	.....	.....
Bell's Gap,	196,921	...	....	.....	....	....	.....
Berlin,	.....	[1]13,904	118	17	42	103	1
Berlin Branch,	1,465	.....	..	.....	.....	...	.....
Bradford, Bordell and Kinzua,	....	.....	195	.....	.....	5,542	.....
Bradford, Eldred and Cuba,	122	.....	50	.....	.....	...	.....
Buffalo, New York and Philadelphia,	209,475	944,700	290,051	.....	.....	[2]92,962	23,104
Catasauqua and Fogelsville,	19,215	6,337	....	10,920	....	906	130,284
Chartiers,	.....	[1]423,575	1,567	1,179	292	4,628	64
Cleveland and Pittsburgh,	.....	[1]1,153,714	139,500	54,715	16,030	71,112	282,659
Colebrook Valley,	32,232	4,723	.....	48,532	3,635	3,533	66,523
Corning, Cowanesque and Antrim,	533,219	830,531	2,833	6,010	53,893	16,689	1,360
Cornwall,	212,140	.....	.....	161,337	..	...	333,503
Cornwall and Lebanon,	35,511	4,512	.....	54,911	[2]2,351	2,222	131,574
Cornwall and Mt. Hope,	32,648	.....	.....	.....	.....	.....	11,070
Coudersport and Port Allegany,	205	220	.....	90	.....	.....	.....
Cumberland Valley,	120,380	44,072	3,348	48,979	22,609	15,153	50,550
Delaware and Hudson Canal Company's Railroad,	3,565,235	168	667	18,220	28,116	2,587	60,379
Delaware, Lackawanna and Western,	5,526,696	35,737	10,579	93,741	71,257	56,538	80,298
Dunkirk, Allegany Valley and Pittsburgh,	12,595	3,223	136,350	...	24	2,075	.....
East Broad Top,	765	114,118	161	18,246	.....	.....	24,866
Edgewood,	59,080	.....	.....	.....	.....	.....	.....

TABLE H.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Elmira and Williamsport,	344,496	938,936	2,736	6,210	1,816	31,234	11,590
Erie and Pittsburgh,	.....	313,888	2,426	85,921	279	8,138	162,255
Erie and Wyoming Valley,	656,456	.....	.....	.....	.....	.....	.....
Gettysburg and Harrisburg,	4,243	264	.....	71	.....	.....	.....
Greenlick Narrow Gauge,	.....	134	.....	.....	.....	.....	7,210
Hanover Junction, Hanover and Gettysburg,	.....	10,988	.....	.....	.....	.....	18,921
Harrisburg and Potomac,	7,555	1,721	.....	7,737	.....	1,616	10,785
Huntingdon and Broad Top Mountain,	1,834	705,624	1,200	48,066	1,838	896	47,294
Ironton,	8,795	.....	.....	.....	.....	.....	38,552
Lake Shore and Michigan Southern,	471,134	1,351,317	376,619	138,737	31,693	348,851	268,393
Lawrence,	624	394,072	393	75,583	3,503	10,400	407,499
Lehigh and Lackawanna,	15,472	.....	5	.....	.....	38	9,430
Lehigh Valley,	7,009,160	54,252	5,896	248,738	96,836	.....	467,564
Ligonier Valley,	.....	775	.....	.....	82	13	.....
Little Saw-Mill Run,	.....	275,864	.....	.....	.....	.....	.....
Lykens Valley,	553,808	43	537	290	375	1,827	.....
Mont Alto,	[4]8,265	.....	.....	[5]2,977	.....	.....	1,032
Montour,	.....	148,046	.....	.....	.....	.....	.....
Montrose,	6,327	.....	.....	.....	.....	.....	.....
Mount Pleasant and Broad Ford,	282,818	.....	262	4,274	522	1,690	7,210
New Brighton and New Castle,	624	380,445	206	22,519	2,234	5,259	309,135
New Castle and Beaver Valley,	624	700,099	2,479	88,046	3,266	16,217	450,216
New Castle Railroad and Mining,	.....	8,616	.....	.....	.....	.....	.....
New York, Chicago and St. Louis,	[4]345,573	.....	39,325	9,522	12,712	36,721	2,402
New York, Lake Erie and Western Coal,	.....	495,564	50	.....	208	2,169	105
New York, Susquehanna and Western,	639,050	22	68	.....	18	1	.....
Northern Central,	2,774,486	478,564	488,353	129,280	23,235	125,504	109,110
North-East Pennsylvania,	6,526	.....	41	.....	.....	.....	105
Ohio and Baltimore Short Line,	.....	159,887	.....	.....	.....	.....	.....

Pennsylvania,	4,703,357	9,578,552	571,383	850,285	213,025	616,235	968,914
Pennsylvania Coal Company's Railroad,	1,045,784						
Penn Gas Coal Company's Youghiogheny,		101,000					
Pennsylvania and New York Canal and Railroad,	1,613,652	231,002		8,778	38,042		3,923
Perkiomen,	194,860	251	168	45,034		27,056	6,693
Philadelphia and Erie,	922,591	1,767,269	560,766	88,486	6,119	128,964	24,317
Philadelphia, Newtown and New York,	13,054						
Philadelphia and Reading,	13,152,694	881,570	427,872	538,710	190,722	492,578	900,064
Philadelphia, Wilmington and Baltimore,	270,815	156,166	32,649	36,759	3,021	126,484	465
Pine Creek,	536,234	787,833	2,790	6,027	57,748	17,077	1,327
Pittsburgh and Castle Shannon,	64,772						
Pittsburgh, Chartiers and Youghiogheny,		304,190			18	2,899	106
Pittsburgh, Cincinnati and St. Louis,	[6]1,851,518		13,953	41,468	49,624	77,545	116,179
Pittsburgh and Connellsville,	[6]1,838,998		6,842	75,854	60,462	182,908	374,012
Pittsburgh, Fort Wayne and Chicago,	105,787	1,150,771	68,304	183,550	66,371	107,647	358,195
Pittsburgh and Lake Erie,		1,277,131	1,227	86,145	27,326	167,244	333,653
Pittsburgh, McKeesport and Youghiogheny,		1,046,279	235	40,377	25,899	52,267	167,873
Reading and Columbia,	234,805						
Rochester and Pittsburgh,	41,753	697,763	1,642	45	1,026	8,682	90
Salisbury,	[6]149,139		30		1	28	
Shamokin Valley and Pottsville,	1,176,675	121,377	3,025	17,674	3,372	12,391	10
Sharpsville,		38,888	4	[7]7,670			13,738
Shenango and Allegheny,		298,640					
Slate Ridge and Delta,	113						
Somerset and Cambria,		[1]103,626	599	963	25,083	12,559	47,312
South Mountain,	15,242	1,890		2,614		289	4,526
State Line,		[8]35,740					
Stony Creek,	139,308	621	155	42,455		135	
Tionesta Valley,	26	483					
Warren and Farnesworth Valley,		42					
Waynesburg and Washington,		2,717				57	
Western Maryland,	20,817	43,800					241
West Penn and Shenango Connecting,		4,673					
Wheeling, Pittsburgh and Baltimore,	[6]374,463		1,446	6,860	23,379	35,975	40,570
Williamsport and North Branch,	2,827	1,217			2,287	164	
Wilmington and Northern,		[1]197,136		52,227		65,044	46,519
York and Peach Bottom,		2,586				645	
Total,	52,197,640	31,181,509	1,936,509	3,537,001	1,193,838	2,757,513	7,151,414

[1]Includes anthracite. [2]Includes pig and railroad iron. [3]Buckshot. [4]Includes bituminous. [5]Includes railroad iron. [6]Includes bituminous and coke. [7]Includes railroad and other iron. [8]Coke only.

TABLE H.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Addison and Northern Pennsylvania,	.....	4,547	18,109	.....	17,560	9,755
Allegheny Valley,	.....	29,670	294,984	1,781	190,862	202,985
Baltimore and Cumberland Valley Extension,	53	...	14,194	2,598	2,607	11,635
Baltimore and Ohio Short Line,	5,461	20,648	26,275	1,034	15,386	13,420
Baltimore and Philadelphia,	1,252	3,268	3,036	1	4,515	16,934
Bangor and Portland,	950	.....	300	400	2,000	36,500
Barclay Coal Company's Railroad,	132	307	5,790	.....	16,215	.....
Beech Creek, Clearfield and South-Western,	.....	.....	.....	.....	.....	23,286
Bell's Gap,	.....	.....	7,255	.....	21,071	.....
Berlin,	97	732	1,087	1	867	991
Berlin Branch,	1,154	1,843	1,823	.....	2,031	725
Bradford, Bordell and Kinzua,	52	1,960	1,505	1	10,279	4,391
Bradford, Eldred and Cuba,	....	1,632	4,303	28	3,820	1,103
Buffalo, New York and Philadelphia,	26,911	111,996	261,195	4,041	401,338	23,930
Catasauqua and Fogelsville,	55,812	1,764	3,040	163	1,610	1,208
Chartiers,	2,632	4,036	14,413	4,939	8,555	2,357
Cleveland and Pittsburgh,	122,890	87,376	301,518	17,078	120,256	54,019
Colebrook Valley,	7,559	1,255	5,413	...	8,008	75,285
Corning, Cowanesque and Antrim,	2,467	321,778	175,501	3,582	87,015	27,973
Cornwall,	49,223	.....	...	....	....	29,000
Cornwall and Lebanon,	12,532	910	4,728	.....	6,614	69,012
Cornwall and Mt. Hope,	....	.....	...	.....	...	10,741
Coudersport and Port Allegany,	85	70	1,330	..	21,000	..
Cumberland Valley,	16,081	66,294	6,859	21,386	82,313	111,795
Delaware and Hudson Canal Company's Railroad,	1,112	41,882	38,576	9,763	73,332	64,886
Delaware, Lackawanna and Western,	127,869	371,655	304,153	95,246	221,761	201,863
Dunkirk, Allegheny Valley and Pittsburgh,	2,444	1,775	14,981	1,569	36,789	33,519
East Broad Top,	64	694	7,081	.....	3,560	2,189
Elmira and Williamsport,	9,775	180,635	107,916	14,122	179,444	19,968

Erie and Pittsburgh,	35,888	14,909	66,148	5,746	15,219	4,672
Erie and Wyoming Valley,	618	255	776	...	309	...
Gettysburg and Harrisburg,	1,452	6,787	4,825	324	1,260	916
Greenlick Narrow Gauge,	69	...	...	...	...	1,444
Hanover Junction, Hanover and Gettysburg,	10,681	6,418	14,817	3,434	11,697	2,732
Harrisburg and Potomac	310	4,499	7,524	10	...	8
Huntingdon and Broad Top Mountain,	10,873	5,246	45,698	1,683	31,049	...
Ironton,	42,197	...	...	...	...	18,712
Lake Shore and Michigan Southern,	324,554	1,475,234	643,659	435,340	692,204	1,465,368
Lawrence,	156,682	9,137	28,770	4,082	6,344	553
Lehigh and Lackawanna,	14,680	1,200	6,106	...	3,801	9,588
Lehigh Valley,	117,029	...	...	19,819	138,326	1,270,571
Ligonier Valley,	24,581	180	1,685	584	2,615	1,803
Little Saw-Mill Run,	...	...	2,349	...	...	...
Lykens Valley,	936	4,710	3,373	126	10,709	738
Mont Alto,	...	2,341	5,062	...	1,793	...
Montrose,	...	...	...	...	1,978	6,140
Mount Pleasant and Broad Ford,	3,275	583	4,938	7	2,082	2,506
New Brighton and New Castle,	77,394	4,423	12,506	5,799	4,038	21
New Castle and Beaver Valley,	147,404	15,867	111,539	10,452	16,291	5,568
New York, Chicago and St. Louis,	71,165	751,867	461,267	78,188	164,914	11,709
New York, Lake Erie and Western Coal,	141	1,463	2,525	148	48,856	1,634
New York, Susquehanna and Western,	16	507	1,483	2	316	1,494
Northern Central,	115,386	867,334	500,209	76,811	691,238	107,349
North-East Pennsylvania,	213	9,610	615	708	3,961	2,051
Pennsylvania,	1,125,178	1,837,244	1,403,090	449,480	1,252,428	477,857
Pennsylvania Coal Company's Railroad,	...	...	1,385	...	1,173	...
Penn Gas Coal Company's Youghiogheny,	...	...	600	...	400	...
Pennsylvania and New York Canal and Railroad,	29,016	716,235	...	16,563	76,284	...
Perkiomen,	12,241	93,030	56,524	3,310	24,507	5,481
Philadelphia and Erie,	50,425	698,124	374,222	21,677	875,372	107,050
Philadelphia, Norristown and Phœnixville,	...	...	...	...	...	23,258
Philadelphia and Reading,	850,016	1,595,663	1,035,186	77,294	678,811	3,803,051
Philadelphia, Wilmington and Baltimore,	139,064	328,973	439,839	67,904	204,663	154,396
Pine Creek,	3,463	314,507	165,184	2,059	65,163	26,817
Pittsburgh and Castle Shannon,	...	...	...	...	...	538
Pittsburgh, Chartiers and Youghiogheny,	5,246	333	659	...	3,661	1,231
Pittsburgh, Cincinnati and St. Louis,	89,516	788,255	591,135	208,382	123,855	112,704
Pittsburgh and Connellsville,	152,114	35,551	128,807	1,737	73,342	53,219
Pittsburgh, Fort Wayne and Chicago,	312,963	989,718	937,640	211,254	266,623	16,728
Pittsburgh and Lake Erie,	232,438	23,126	27,942	227	47,408	60,637
Pittsburgh, McKeesport and Youghiogheny,	113,757	3,885	13,471	155	10,578	10,936
Reading and Columbia,	...	...	337,568	...	...	...

TABLE H.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Rochester and Pittsburgh,	10,671	43,459	78,147	1,629	103,193	3,950
Salisbury,	32	178	304	3	4,520	257
Shamokin Valley and Pottsville,	10,109	82,759	95,750	600	72,047	8,491
Sharpsville,	11,598	151	.....	57	1,994	1,039
Shenango and Allegheny,	.....	.....	.....	.....	...	34,630
Sinnemahoning Valley,	.....	.....	350	.....	28,538	.....
Slate Ridge and Delta,	10	27	...	6	204	1,577
Somerset and Cambria,	15,841	3,761	8,722	595	7,789	8,231
South Mountain,	1,553	5,760	8,090	448	2,216	6,924
Stony Creek,	4,283	20,314	33,416	6,495	11,570	6,714
Tionesta Valley,	235	341	1,173	.....	19,716	19,265
Warren and Farnesworth Valley,	.....	532	1,629	.....	3,814	364
Waynesburg and Washington,	760	1,063	3,650	874	1,348	371
Western Maryland,	5,835	.....	91,838	14,669	22,377	80,675
West Penn and Shenango Connecting,	.....	.....	...	...	...	16,292
Wheeling, Pittsburgh and Baltimore,	8,786	23,264	31,607	1,284	17,930	14,977
Williamsport and North Branch,	3,646	665	2,458	.....	18,004	12,817
Wilmington and Northern,	61,267	9,582	83,832	.....	19,947	..
York and Peach Bottom,	999	5,381	18,139	468	3,456	82
	4,839,163	12,061,178	9,523,596	1,908,166	7,380,739	9,035,601

TABLE I.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS PER MILE.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Pennsylvania.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
Addison and Northern Pennsylvania,	69,106	11,958	81,064	. .	1.9	1.9	1.9	1.9
Allegheny Valley,	117,506	2,290,360	2,407,866	141,863,787	.631	. .	.965	. . . . .
Baltimore and Cumberland Valley Extension,	. . . . .	44,377	44,377	375,652	3.45	3.45	3.45	3.45
Baltimore and Ohio Short Line,	. . . . .	. . .	. . . .	13,118,427	. .	. . . .	[1]1.8	. . .
Baltimore and Philadelphia,	. . . . .	58,063	58,063	17,353	. .	. . . .	$0.5\frac{7}{10}$	$0.5\frac{7}{10}$
Bangor and Portland,	. . .	. .	62,805	. .	3	4	4	4
Barclay Coal Company's Railroad.	217,704	60,822	278,527	4,139,212	2.31	$1\frac{1}{4}$	7.09	1
Beech Creek, Clearfield and South-Western,	. .	. . . .	818,530	.	. .	. .	. .	. .
Bell's Gap,	8,086	217,160	225,247	3,843,999	2.5	2	4	$2\frac{1}{2}$
Berlin.	. . . .	. . . . .	. . . .	141,009	. . .	[1]2.9	. . .	. . . . .
Berlin Branch,	. . . . .	. . . . .	9,142	56,278	2 to 4	. . . . .	2 to 6	. . . .
Bradford, Bordell and Kinzua,	. . . . .	23,924	23,924	430,650	. .	. . . . .	6.191	. . . . .
Bradford, Eldred and Cuba	. . .	. . .	11,058	23,644	$0.6\frac{75}{100}$	. . . . .		. . .
Buffalo, New York and Philadelphia,	919,364	526,177	1,445,541	. . .	$0.04\frac{6}{10}$	. . .	$0.13\frac{6}{10}$	
Catasauqua and Fogelsville,	25,951	205,317	231,268	2,426,403	1.14	1.14	3.35	3.35
Chartiers,	. . . . .	468,237	468,237	2,190,769	. . . . .	. . . . .	2.68	. . . .
Cleveland and Pittsburgh,	838,256	1,582,611	2,420,867	38,589,640	. . . . .	0.84	. . . .	0.84
Colebrook Valley,	241,684	15,015	256,699	5,027,834	. . . . .	. . . . .	. . . . .	. . . . .
Corning, Cowanesque and Antrim,	235,597	1,827,255	2,062,852	34,709,787	. . . . .	. . . . .	[1]0.824	. . . . .
Cornwall,	701,075	. . . . .	701,075	3,928,520	$1\frac{1}{2}$ to $2\frac{1}{2}$	. . . . .	$1\frac{1}{2}$ to 4	. . . . .
Cornwall and Lebanon,	. .	. . . . .	. . . . .	4,701,500		. . . .		. . . .
Cornwall and Mount Hope,	48,624	. . . . .	48,624	272,295	2 to 3	. . . . .	3 to 4	. . . . .
Coudersport and Port Allegany,	. . .	. . .	23,000	247,431	4	3	5	4
Cumberland Valley,	82,731	527,088	609,819	23,890,419	1.60	. . . . .	. . . . .	. . . . .
Delaware and Hudson Canal Company's Railroad,	118,301	3,786,622	3,904,923	114,544,604	1	1	$1\frac{1}{2}$ to 2	2
Delaware, Lackawanna and Western,	3,354,803	3,842,590	7,197,393	209,156,062	.85	1.03	1.921	0.89

TABLE I.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS PER MILE—Continued.

Name of Company.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Pennsylvania.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
Dunkirk, Allegheny Valley and Pittsburgh,	112,075	133,267	245,342	7,133,376	0.68	...	1.53	...
East Broad Top,	...	...	171,744	3,378,955	4½	2½	5½	3
Edgewood,	...	...	59,080	...	...	...	...	...
Elmira and Williamsport,	1,473,829	375,049	1,848,878	108,386,026	0.514	...	...	...
Erie and Pittsburgh,	3,626	711,813	715,439	43,288,919	...	0.912	...	0.732
Erie and Wyoming Valley,	656,551	1,863	658,414	...	...	...	...	...
Fort Pitt Incline Plane,	7,057	...	7,057	...	...	...	...	...
Frankford and Holmesburg,	...	...	15,839	50,716	...	...	...	$0.2\frac{53}{1000}$
Gettysburg and Harrisburg,	...	...	20,142	...	3.8	...	...	...
Greenlick Narrow Gauge,	...	...	8,722	...	8	8	8	...
Hanover Junction, Hanover and Gettysburg,	19,142	60,546	79,688	700,045	3.1	2¾	4.3	2¾
Harrisburg and Potomac,	41,760	...	41,760	...	4	4	8	...
Huntingdon and Broad Top Mountain,	608,931	292,370	901,301	30,767,114	...	3¾	1 to 3	...
Ironton,	...	...	108,257	459,983	8 to 10	8 to 10	3 to 10	3 to 10
Keystone Coal Company's Railroad,	...	...	9,463	52,046	...	...	...	...
Lake Shore and Michigan Southern,	817,356	7,205,737	8,023,093	167,896,382	...	0.408	...	0.608
Lawrence,	...	1,097,642	1,097,642	8,432,127	...	...	...	0.899
Lehigh and Lackawanna,	...	...	60,320	1,116,612	...	...	...	...
Lehigh Valley,	...	...	9,428,191	...	...	...	...	...
Ligonier Valley,	31,940	1,377	33,317	235,034	2.87	2.50	20	2.50
Little Saw Mill Run,	275,863	2,349	278,212	834,638	...	5.7	...	7
Lykens Valley,	356,684	220,788	577,472	10,378,939	[1]1.118	...	...	...
Meadville and Linesville,	...	...	29,021	464,660	...	...	...	...
Mont Alto,	...	...	21,470	336,773	...	...	...	2.4
Montour,	...	...	148,048	...	...	...	...	...
Montrose,	...	14,446	14,446	404,488	0.413	.05	...	...
Mount Pleasant and Broad Ford,	...	...	310,167	1,859,497	...	...	...	[1]0.6
New Brighton and New Castle,	...	824,603	824,603	9,764,492	...	...	0.832	...

New Castle and Beaver Valley,	3,767	1,564,701	1,568,468	12,262,339		1.231		1.169
New Castle Railroad and Mining,			8,616					
New York, Chicago and St. Louis,	1,193,260	800,104	1,993,364	62,362,426		0.485		0.485
New York, Lake Erie and Western,	2,661,803	7,591,686	10,253,489	1,687,546,688	.813		.490	
New York, Lake Erie and Western Coal,	507,098	45,765	552,863	24,557,197	2.220	0.879	7.226	0.512
New York, Susquehanna and Western,	639,050	210,260	849,310	9,589,549		0.6324	4.245	
Northern Central,	941,714	5,545,145	6,486,859	280,993,855				.763
North-East Pennsylvania,		23,830	23,830					
Ohio and Baltimore Short Line,				568,199		[1]1		
Pennsylvania,	2,257,180	21,789,848	24,047,028	3,309,369,247				$\frac{6258}{10000}$
Pennsylvania Coal Company's Railroad,	528,621	519,700	1,048,321		$7\frac{3}{4}$		$7\frac{3}{4}$	
Penn Gas Coal Company's Youghiogheny,			102,000	987,700			3.54	
Pennsylvania and New York Canal and Railroad,	2,733,497		2,733,497	136,868,798				
Perkiomen,	360,233	108,922	469,155	15,339,514		1.539		
Philadelphia and Erie,	857,659	4,767,726	5,625,385	532,332,714			$\frac{4984}{10000}$	
Philadelphia, Germantown and Chestnut Hill,			33,147	142,125			7.139	
Philadelphia, Newtown and New York,		36,312	36,312	519,090			.05	.02
Philadelphia and Reading,			24,624,240	1,600,237,403		1.50		1.007
Philadelphia and Trenton,			6,266,482	176,794,626				$\frac{8030}{10000}$
Philadelphia, Wilmington and Baltimore,	497,328	1,463,870	1,961,198	23,010,646				2.110
Pine Creek,	1,141,131	845,098	1,986,229	101,619,828			[1]0.486	
Pittsburgh and Castle Shannon,	538	64,772	65,310		$33\frac{1}{3}$		$33\frac{1}{3}$ to .50	
Pittsburgh, Chartiers and Youghiogheny,		318,341	318,341	3,679,895	1.312		$2\frac{88}{1000}$	
Pittsburgh, Cincinnati and St. Louis,	1,800,191	2,263,943	4,064,134	91,180,272	.42			.72
Pittsburgh and Connellsville,	2,146,186	837,660	2,983,846	124,606,000		[1]1.2		
Pittsburgh, Fort Wayne and Chicago,	1,581,925	3,193,626	4,775,551	100,397,276		0.478		0.760
Pittsburgh and Lake Erie,	1,652,823	631,681	2,284,504	113,229,205	.67	.67	1.11	1.11
Pittsburgh, McKeesport and Youghiogheny,	987,530	498,185	1,485,715	45,167,723	1.06	1.06	1.45	1.45
Reading and Columbia,	395,759	572,373	968,132					
Rochester and Pittsburgh,			992,519	135,835,658	.75			
Salisbury,				1,249,775		[1]1.50		
Shamokin Valley and Pottsville,	460,247	1,144,033	1,604,280	35,647,905				1.111
Sharpsville,				746,815				
Shenango and Allegheny,		333,270	333,270				1.136	
Slate Ridge and Delta,				1,937			10.4	
Somerset County,		3,151	3,151		15		30	
Somerset and Cambria,				9,477,410		[1]1.1		
South Mountain,			49,552					3.7
State Line,	35,740		35,740	71,480		[1]3.5		
Stewartstown,		4,373	4,373			[1]7		
Stony Creek,	229,034	36,432	265,466	2,454,047	1.608			

TABLE I.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS PER MILE—Continued.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Pennsylvania.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
Tionesta Valley,	...	41,239	41,239	488,120	...	...	...	...
Warren and Farnesworth Valley,	4,434	1,947	6,381	73,218	15	...	10	...
Waynesburg and Washington,	6,119	4,721	10,840	232,621	13.7	1.7	27	3
Western Maryland,	...	280,252	280,252	...	...	[1]2.48	...	...
West Penn and Shenango Connecting,	...	20,965	20,965	322,033	3.168	...	...	...
Wheeling, Pittsburgh and Baltimore,	...	...	...	11,370,206	...	[1]0.7	...	...
Williamsport and North Branch,	...	...	44,085	...	...	...	...	...
Wilmington and Northern,	...	...	535,554	11,351,635	1¾	1½	3	2¾
York and Peach Bottom,	...	...	31,179	...	3	2½	4	3
Total,	34,995,831	81,928,575	160,627,228	9,492,258,090	...	...	...	...

[1] Average for all.

NOTE—Some companies report their gross tonnage only, without distinguishing between "through" and "local," whilst other state only the number of tons carried one mile in Pennsylvania.

TABLE J.—EARNINGS DURING THE YEAR.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.		Proportion in Pennsylvania.	
Addison and Northern Pennsylvania,	$16,316	15	$51,660	23	$4,115	11	$261	65	$72,353	14	$53,830	74
Allegheny Valley,	428,007	77	1,316,764	26	41,722	16	27,772	02	1,814,266	21	1,814,266	21
Allentown,	...		...		...		[1]2,453	23	[1]2,453	23	2,453	23
Bachman Valley,	4,411	88	9,728	73	769	76	.....		14,910	37	14,910	37
Baltimore and Cumberland Valley Extension,	17,835	41	12,971	72	1,059	18	....		31,866	31	31,866	31
Baltimore and Ohio Short Line,	30,019	41	80,102	07	1,187	36	...		111,308	84	111,308	84
Baltimore and Philadelphia,	15,939	07	30,714	73	867	06	428	34	47,949	20	...	
Bangor and Portland,	11,629	84	45,781	39	1,642	39	4,595	55	63,649	17	63,649	17
Barclay Coal Company's Railroad,	4,504	21	52,899	98	5,755	47	3,686	20	66,845	86	66,845	86
Beech Creek, Clearfield and South-Western,	28,217	68	312,814	09	92	44	9,856	98	350,981	19	350,981	19
Bell's Gap,	15,727	22	123,312	40	1,136	43	5,254	88	145,430	93	145,430	93
Berlin,	1,691	52	4,086	76	380	60	...		6,158	88	6,158	88
Berlin Branch,	1,132	30	3,173	55	418	78	113	41	4,838	04	4,838	04
Bradford, Bordell and Kinzua,	38,884	07	26,663	38	3,914	72	...		69,462	17	69,462	17
Bradford, Eldred and Cuba,	25,409	77	14,980	92	2,477	49	37	50	42,855	68	.	
Buffalo, New York and Philadelphia,	624,796	79	1,649,842	83	60,873	79	32,424	47	2,367,937	88	1,119,103	96
Catasauqua and Fogelsville,	2,670	38	71,905	57	...		498	00	75,073	95	75,073	95
Chartiers,	69,361	26	58,688	00	5,091	08	4,093	77	137,234	11	137,234	11
Cleveland and Pittsburgh,	508,359	01	1,804,418	37	75,159	23	198,600	88	2,586,537	49	471,623	18
Colebrook Valley,	9,973	05	71,472	30	1,448	97	25	23	82,919	55	82,919	55
Corning, Cowanesque and Antrim,	60,887	17	545,866	86	8,662	16	259	39	615,675	58	342,158	23
Cornwall,	10,133	22	72,906	14	562	07	860	49	84,461	92	84,461	92
Cornwall and Lebanon,	8,467	38	40,625	57	217	66	14,214	85	63,525	46	63,525	46
Cornwall and Mt. Hope,	6,463	14	8,929	32	99	09	.		15,491	55	15,491	55
Cumberland Valley,	252,675	37	397,156	48	28,607	46	20,953	49	699,392	80	579,984	27
Delaware and Hudson Canal Company's Railroad,	91,144	00	1,883,787	88	6,555	30	105,250	07	2,086,737	25	1,857,266	33

TABLE J.—EARNINGS DURING THE YEAR—Continued.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.		Proportion in Pennsylvania.	
Delaware, Lackawanna and Western,	$494,592	34	$4,710,673	56	$59,525	55	$728,237	09	$5,993,028	54	$5,993,028	54
Dillsburg and Mechanicsburg,	8,728	19	14,260	96	657	46	...	..	23,646	61	23,646	61
Dunkirk, Allegheny Valley and Pittsburgh,	66,004	34	130,950	17	8,176	10	11,665	80	216,796	41	115,576	88
East Broad Top,	13,270	99	70,226	08	1,285	04	4,288	37	89,070	48	89,070	48
Elmira and Williamsport,	137,059	93	609,960	36	18,994	06	11,067	98	777,112	33	710,208	62
Erie and Pittsburgh,	92,937	04	317,902	34	14,329	03	19,641	18	444,809	59	444,809	59
Erie and Wyoming Valley,	5,793	20	243,489	76	.....	..	...	.	249,282	96	249,282	96
Evergreen,	3,046	93	.....		.....	.	....		3,046	93	3,046	93
Fort Pitt Incline Plane,	4,988	69	680	98	...	..	....		5,669	67	5,669	67
Frankford and Holmesburg,	6,105	49	1,041	07	167	44	4	85	7,318	85	7,318	85
Gettysburg and Harrisburg,	18,778	20	7,620	85	2,056	46	.....	..	28,455	51	28,455	51
Greenlick Narrow Gauge,	15	65	2,880	22	.....	.	...	..	2,895	87	2,895	87
Hanover and York,	.....		.....	..	.....	..	72,871	86	72,871	86	72,871	86
Hanover Junction, Hanover and Gettysburg,	22,621	01	25,774	82	2,778	77	39,524	24	90,698	84	90,698	84
Harrisburg and Potomac,	5,193	49	13,814	35	1,709	04	1,304	26	22,021	14	22,021	14
Huntingdon and Broad Top Mountain,	43,016	91	319,733	31	6,670	56	1,579	55	371,000	33	371,000	33
Ironton,	.		34,557	11	.....	..	3,279	08	37,836	19	37,836	19
Jamestown and Franklin,	23,741	34	76,193	77	4,353	38	32,607	25	136,895	74	136,895	74
Junction,	103,359	39	112,606	00	15,001	60	...		230,966	99	230,966	99
Lake Shore and Michigan Southern,	3,639,375	06	9,031,417	47	1,112,103	81	350,609	81	14,133,506	15	1,381,152	36
Lawrence,	13,760	72	151,661	34	1,767	34	535	21	167,724	61	71,229	69
Lehigh and Lackawanna,	19,215	14	39,080	94	3,779	79	...		62,075	87	62,075	87
Lehigh Valley,	801,305	92	7,696,777	85	58,833	26	732,344	47	9,289,261	50	..	
Ligonier Valley,	10,914	78	9,817	23	458	51	163	80	21,354	32	21,354	32
Little Saw-Mill Run,	1,496	73	52,851	54	.....	..	6,561	86	60,910	13	60,910	13
Little Schuylkill Navigation,	.....	..	.....	.	.....	.	220,965	23	220,965	23	220,965	23
Littlestown,	6,570	28	12,364	59	980	12	68	38	19,983	37	19,983	37

Lykens Valley,	10,275	14	115,998	13	1,381	53	1,213	80	128,868	60	128,868	60
Meadville and Linesville,	15,993	97	11,063	02	1,667	80	241	42	28,966	21	28.966	21
Mont Alto,	8,897	83	8,333	20	1,654	26	69	40	18,954	69	18,954	69
Montour,	3,388	94	17,591	30	469	28	.....	..	21,449	52	..	.
Montrose,	6,999	23	18,398	88	2,380	42	...	.	27.778	53	27,778	53
Mount Oliver Incline Plane,	27,748	55	53	95	..		100	00	27.902	50	27,902	50
Mount Pleasant and Broad Ford,	4,163	99	10,281	13	443	87	. .		14,888	99	14,888	99
Nesquehoning Valley,	..		..	..	..		[1]67,381	25	[1]67,381	25	67,381	25
New Brighton and New Castle,	20.532	06	81.711	95	1 991	69	820	42	105,056	12	105,056	12
New Castle and Beaver Valley,	25,828	04	143,443	81	2,965	40	385	19	172,622	44	172,622	44
New York, Chicago and St. Louis,	252,780	82	2,909,345	10	33,847	66	7,342	66	3,203,316	24	274,875	32
New York, Lackawanna and Western,	5.732	96	93 814	36	730	39	7	44	100,285	15	.....	..
New York, Lake Erie and Western.	3 106,707	61	11,394,625	00	595,660	41	398,463	07	15,490,456	09	.....	..
New York, Lake Erie and Western Coal,	3,783	79	144,875	09	351	00	49,800	00	198,809	88	198,809	88
New York and North Pennsylvania,	647	12	2,507	81	22	74	..		3,177	67	3,177	67
New York, Pennsylvania and Ohio,	1,294,243	19	3,557,083	83	162,346	96	51,487	43	5,065,161	41	.....	..
New York, Susquehanna and Western,	210,137	96	722,794	00	14.620	34	144,802	33	1.092,354	63	..	
Northern Central,	584,625	18	2,912,283	18	87,677	94	290,765	56	3,875,351	86	2,871,663	61
North-East Pennsylvania,	13,908	52	10,805	40	1,380	88	..		26,094	80	26,094	80
North Pennsylvania,	...	.	...		...	..	[1]848,157	00	[1]848,157	00	.....	..
Ohio and Baltimore Short Line,	...		5 660	31	...		.	..	5,660	31	5,660	31
Pennsylvania,	5,841,441	63	20,804 492	68	974,006	91	547,464	61	27,667,405	83	.....	
Pennsylvania Coal Company's Railroad,	10,400	71	6,984	33	.....	..	..	..	17,385	04	17,385	04
Pennsylvania Company,	.....	..	.....	..	.....	..	1,273,409	00	1,273,409	00	....	
Penn Gas Coal Company's Youghiogheny,	4,094	65	1,477	40	51	56	.....	.	5,623	61	5,623	61
Pennsylvania and New York Canal and Railroad,	202,915	62	1,560,253	12	21,165	25	43,126	23	1,827,460	22	1,827,460	22
People's,	10,507	79	426	10	284	00	.....		11,217	89	11,217	89
Perkiomen,	43,846	50	236,024	59	4,553	25	701	95	285,126	29	285,126	29
Philadelphia and Erie,	509,950	34	2,653,406	85	66,268	10	62,628	15	3,292,253	44	3,292,253	44
Philadelphia, Germantown and Chestnut Hill,	96,421	64	10,146	46	1,500	84	93	46	108,162	40	108,162	40
Philadelphia, Newtown and New York,	54,181	85	17.267	38	1,885	41	643	69	73,928	33	73 928	33
Philadelphia and Reading,	5,286,284	09	20,971,655	94	82,938	19	1,987,713	05	28,328,591	27	20,862,465	65
Philadelphia and Trenton,	1,478,465	20	1,419 739	77	181,126	29	14,740	28	3,094,071	54	....	
Philadelphia, Wilmington and Baltimore,	2,929,041	91	2,353,783	16	275,924	85	119,838	25	5,678.588	17	....	..
Pickering Valley,	..				.....		[1]4,355	08	[1]4.355	08	....	
Pine Creek,	37,640	45	494,515	84	6,061	43	108	84	538,326	56	538,326	56
Pittsburgh and Castle Shannon,	17,887	78	83,823	96	257	36	4,215	59	106,184	69	106,184	69

TABLE J.—EARNINGS DURING THE YEAR—Continued.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.		Proportion in Pennsylvania.	
Pittsburgh, Chartiers and Youghiogheny,	$6,407	87	$48,290	78	. .	. .	$5,408	95	$60,107	60	$60,107	60
Pittsburgh, Cincinnati and St. Louis,	914,286	90	2,787,455	80	$306 932	14	21,150	45	4,029,825	29	703,225	95
Pittsburgh and Connellsville,	422,427	19	1,436,981	97	17 966	39	16,595	85	1,893,971	40	.	
Pittsburgh, Fort Wayne and Chicago,	2,109,417	81	5,493,459	95	332,551	20	288,437	14	8,223.866	10	855,120	94
Pittsburgh Junction,	31	60	113,673	59	111	22	2,191	18	116 007	59	116,007	59
Pittsburgh and Lake Erie,	187,753	66	988,415	30	25,143	41	. . . .	.	1,201,312	37	. . .	. .
Pittsburgh, McKeesport aud Youghiogheny,	43,442	91	536,502	72	7,778	19	. . . .		587,723	82	587,723	82
Pittsburgh and Western,	220,615	94	574,314	30	48,675	75	1,187	50	844,793	49	844.793	49
Reading and Columbia,	108,451	76	240,871	09	3,176	67	3,608	32	356,107	84	356,107	84
Rochester and Pittsburgh,	174,304	38	1,011,905	64	24,392	43	6,077	38	1,216,679	83	.	
Salisbury,	839	20	17,981	14	36	57	. .		18,856	91	18,856	91
Shamokin Valley and Pottsville,	22,876	71	396,098	44	1,863	70	1,388	74	422,227	59	422,227	59
Sharpsville,	2,221	06	16,633	66	50	37	68	00	18,973	09	18,973	09
Shenango and Allegheny,	34,434	42	108 335	23	4 089	83	193	75	147,053	23	. .	
Sinnemahoning,	94	15	4,898	96	. . . .		. . . . .	.	4,993	11	4,993	11
Somerset County,	. .		3,882	00	. .		. . . . .	.	3,882	00	3,882	00
Somerset and Cambria,	34,106	50	98,914	41	1,964	00	. . .	. .	134,984	91	134,984	91
South Mountain,	11,925	44	17,365	55	1,511	34	43	24	30,845	57	30,845	57
Southern Pennsylvania,	8.293	23	13,568	68	2,181	83	. . . . .	. .	24,043	74	24,043	74
Stewartstown,	1.000	02	2,194	64	83	67	. .		3,278	33	3,278	33
Stony Creek,	17,766	25	39,468	71	330	24	1,024	72	58,589	92	58,589	92
Tioga,	52,084	76	286,472	36	5,660	90	5,973	72	350,191	74	313,965	00
Tionesta Valley,	6,629	52	31.124	18	682	92	. .	.	38,436	62	38,436	62
Warren and Farnesworth Valley,	2,615	50	6,984	70	349	58	42	00	9,991	78	9,991	78
Waynesburg and Washington,	17,823	97	18,568	75	2,773	42	252	70	39,418	84	39,418	84
Western Maryland,	225,491	47	279,873	16	38,026	73	43,959	60	587,350	96	. . . . .	. .
West Penn and Shenango Connecting,	19,177	86	10,200	97	2,485	05	. . . . .	. .	31,863	88	. . . . .	. .

Wheeling, Pittsburgh and Baltimore,	45,189	69	108,454	11	2,532	70	. . . . .	.	156,176	50	. . . . .	. .
Williamsport and North Branch,	10,745	91	29,476	38	928	55	320	64	41,471	48	. . . . .	. .
Wilmington and Northern,	63.050	92	241,907	51	4,225	52	4,654	49	313.838	44	232,019	23
York and Peach Bottom,	18,766	09	29,781	96	2,294	91	1,890	00	52,232	96	52,232	96
	$34,228,277	58	$120,146,263	87	$4,930,858	32	$9,050,657	79	$168,356,057	56	$53,141,042	79

[1] Rental received from lessee.

TABLE K.—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Charged to cost of road, real estate, and equipment.		Total operating expenses.		Total expenses.		Per cent. of operating expenses to earnings.	Expenses per mile of road operated.	
Addison and Northern Pennsylvania,	$7,108	95	$51,484	26	$58,593	21	71	$1,255	71
Allegheny Valley,	.....	..	1,120,710	57	1,120,710	57	61.77	4,318	73
Allentown,	.....	..	.....	..	745	63	.....	.....	
Bachman Valley,	.....	..	15,269	12	15,269	12	.....	.....	
Baltimore and Ohio Short Line,	.....	..	83,706	23	83,706	23	75.2	2,440	41
Baltimore and Philadelphia,	.....	..	42,635	79	42,635	79	.....	2,131	79
Bangor and Portland,	7,946	93	55,702	24	63,649	17	90.6	2,228	09
Barclay Coal Company's Railroad,	.....	..	50,818	74	50,818	74	76.02	3,131	16
Beech Creek, Clearfield and South-Western,	.....	..	184,760	62	184,760	62	52.64	.....	
Bell's Gap,	3,335	13	67,206	77	70,541	90	46.21	2,133	55
Berlin,	.....	..	13,676	53	13,676	53	222.06	1,709	57
Berlin Branch,	.....	..	3,590	01	3,590	01	.....	512	85
Bradford, Bordell and Kinzua,	7,334	87	52,122	25	59,457	12	75	1,140	27
Bradford, Eldred and Cuba,	700	00	45,265	93	45,965	93	107.26	883	96
Buffalo, New York and Philadelphia,	40,986	23	1,764,447	78	1,805,434	01	70.4	1,642	44
Catasauqua and Fogelsville,	.....	..	38,911	77	38,911	77	51.83	1,525	95
Chartiers,	.....	..	199,948	76	199,948	76	72.83	4,391	39
Cleveland and Pittsburgh,	11,027	57	1,522,029	86	1,533,057	43	58.81	6,844	62
Colebrookdale,	.....	..	.....	..	388	42	.....	.....	
Colebrook Valley,	4,857	45	67,171	49	72,028	94	81.008	.....	
Corning, Cowanesque and Antrim,	.....	..	435,508	96	435,508	96	70.73	6,364	22
Cornwall,	20,176	14	69,128	30	89,304	44	82	3,932	59
Cornwall and Lebanon,	51,133	58	23,946	73	75,080	31	.....	.....	
Cornwall and Mount Hope,	1,593	70	15,476	58	17,070	28	99.9	2,976	84
Coudersport and Port Allegany,	.....	..	14,753	00	14,753	00	55	867	82
Cumberland Valley,	20,297	34	443,581	78	463,879	12	63.424	5,396	37
Delaware and Hudson Canal Company's Railroad,	46,067	48	913,977	66	960,045	14	44	9,076	24
Delaware, Lackawanna and Western,	257,628	99	3,124,934	53	3,382,563	52	52.14	14,887	01
Dillsburg and Mechanicsburg,	.....	..	18,193	71	18,193	71	76.855	2,274	21

Dunkirk, Allegheny Valley and Pittsburgh,	225	74	214,337	04	[2]223,791	61	103.12	2,467	60
East Broad Top,	3,620	62	73,067	85	76,688	47	82.03	2,058	22
East Mahanoy,					26,731	50			
Elmira and Williamsport,			509,866	24	509,866	24	65.61	6,753	20
Erie and Pittsburgh,	19,726	17	387,753	87	407,480	04	87.17	4,590	43
Erie and Wyoming Valley,	494,157	67	143,532	31	637,689	98	57½		
Evergreen,			5,105	79	5,105	79			
Fort Pitt Incline Plane,			4,447	89	4,447	89	78½		
Frankford and Holmesburg,			12,126	26	12,126	26			
Gettysburg and Harrisburg,	4,124	24	22,712	98	26,837	22	79.8		
Greenlick Narrow Gauge,			3,397	32	3,397	32	117.3	849	33
Hanover and York,					63,069	37	87.9		
Hanover Junction, Hanover and Gettysburg,	17,701	09	79,271	23	96,972	32	87.3	1,003	43
Harrisburg and Potomac,	799	41	33,215	49	34,014	90	151	800	37
Huntingdon and Broad Top Mountain,	16,685	21	203,995	95	220,681	16	54.99	2,512	26
Ironton,			17,707	13	17,707	13	46⅘	1,375	31
Jamestown and Franklin,			97,542	62	97,542	62	71.26	1,908	86
Junction,			105,223	91	105,223	91			
Lake Shore and Michigan Southern,			9,287,537	13	9,287,537	13	65.71	6,929	19
Lawrence,			92,050	86	92,050	86	54.88	4,176	54
Lehigh and Lackawanna,			49,352	82	49,352	82			
Lehigh Valley,			4,888,997	83	4,888,997	83			
Ligonier Valley,	1,509	12	11,882	05	13,391	17	62.70	1,131	62
Little Saw-Mill Run,	13,348	64	37,549	51	50,898	15	61.6	1,256	50
Little Schuylkill Navigation,					30,028	18			
Littlestown,			17,329	07	17,329	07	86.73	1,824	11
Lykens Valley,			66,368	64	66,368	64	51.50	3,368	97
Meadville and Linesville,	800	00	21,443	27	22,243	27		1,085	04
Mont Alto,			20,405	17	20,405	17	107	1,133	62
Montour,			17,418	60	17,418	60			
Montrose,			20,832	50	20,832	50	74.9	744	02
Mount Oliver Incline Plane,			28,941	78	28,941	78			
Mount Pleasant and Broad Ford,			609	53	609	53			
New Brighton and New Castle,			26,114	34	[3]34,908	70	24.85		
New Castle and Beaver Valley,			92,134	21	92,134	21			
New York, Chicago and St. Louis,	50,086	88	2,433,780	69	2,483,867	57	76.14	3,503	45
New York, Lackawanna and Western,			56,715	29	56,715	29	56.55	8,847	94
New York, Lake Erie and Western,	1,580,048	47	10,412,049	16	11,992,097	63	70.78	10,118	46
New York, Lake Erie and Western Coal,	3,720	56	116,937	66	120,658	22	58.82	2,676	54
New York and North Pennsylvania,			2,293	40	2,293	40	72		
New York, Pennsylvania and Ohio,	78,459	29	3,650,231	53	3,728,690	82			
New York, Susquehanna and Western,	22,660	10	617,520	42	640,180	52	56.53	4,125	05
Northern Central,			2,214,734	67	2,214,734	67	57.15	15,933	34

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Charged to cost of road, real estate, and equipment.		Total operating expenses.		Total expenses.		Per cent. of operating expenses to earnings.	Expenses per mile of road operated.	
North-East Pennsylvania,			$26,850	04	$26,850	04	72.73	$6,241	09
Ohio and Baltimore Short Line,			3,393	07	3,393	07	59.95		
Pennsylvania,	$450,567	81	17,220,634	28	17,671,202	09			
Pennsylvania Coal Company's Railroad,			[4]378,905	15	[4]378,905	15			
Pennsylvania Company,					195,033	01			
Penn Gas Company's Youghiogheny,			17,680	88	17,680	88		1,806	01
Pennsylvania and New York Canal and Railroad,			1,309,174	15	1,309,174	15	71½		
People's,			8,370	01	8,370	01			
Perkiomen,	1,887	44	161,702	04	163,589	48	56.712	4,200	05
Philadelphia and Baltimore Central,	4,200	00			4,200	00			
Philadelphia and Erie,			1,999,373	43	1,999,373	43			
Philadelphia, Germantown and Chestnut Hill,			116,405	11	116,405	11			
Philadelphia, Newtown and New York,			82,281	77	82,281	77	111	3,936	92
Philadelphia and Reading,			24,551,090	97	24,551,090	97	86.7	17,496	96
Philadelphia and Trenton,			1,737,712	73	1,737,712	73			
Philadelphia, Wilmington and Baltimore,			3,889,772	03	3,889,772	03			
Pickering Valley,	111	74	358	10	469	84			
Pine Creek,			370,762	22	[5]532,260	18	68.87	7,096	80
Pittsburgh and Castle Shannon,			93,137	84	93,137	84	87.7	15,552	97
Pittsburgh, Chartiers and Youghiogheny,	26,697	03	39,606	16	66,303	19	65.9	2,612	24
Pittsburgh, Cincinnati and St. Louis,	71,963	30	2,679,524	09	2,751,487	39	66.49	13,321	69
Pittsburgh and Connellsville,			1,160,364	23	1,160,364	23	61.27	6,746	30
Pittsburgh, Fort Wayne and Chicago,	158,155	43	5,612,767	39	[6]5,975,174	05	68.25	11,944	85
Pittsburgh Junction,	278,459	58	15,332	92	293,792	50	13.22		
Pittsburgh and Lake Erie,	44,702	65	806,904	83	851,607	48	67.17	11,364	85
Pittsburgh, McKeesport and Youghiogheny,	189,416	84	267,453	48	456,870	32	45.50	4,175	44
Pittsburgh and Western,	236,577	81	614,617	72	851,195	53	103.63	2,912	88
Reading and Columbia,	9,196	45	304,246	00	313,442	45	85.44	4,042	60
Rochester and Pittsburgh,	810,811	78	849,224	70	1,660,036	48	69.8	2,969	32

Salisbury,	71	87	15,764	98	726,336	85	83.60		1,273	42
Shamokin Valley and Pottsville,			158,909	74	158,909	74	37.64		5,820	87
Sharpsville,	1,047	09	16,753	43	17,800	52	83.68		887	31
Shenango and Allegheny,	2,769	95	97,602	72	100,372	67			1,626	71
Sinnemahoning Valley,			5,564	32	5,564	32			618	25
Somerset County,			7,095	69	7,095	69			886	96
Somerset and Cambria,			83,073	92	83,073	92	61.54		1,846	09
South Mountain,	2,283	78	20,451	39	22,735	17			1,150	25
Southern Pennsylvania,			20,873	65	20,873	65	86.815		907	55
State Line,	46,754	95			46,754	95				
Stewartstown,	72,900	00	1,933	44	74,833	44				
Stony Creek,	858	75	50,394	38	51,252	13	86.01		4,596	69
Tioga,	1,770	66	168,318	57	170,089	23	48.07		2,890	88
Tionesta Valley,	19,959	28	29,845	15	49,804	43			806	63
Warren and Farnesworth Valley,			6,670	02	6,670	02	67		404	24
Waynesburg and Washington,	2,189	48	33,704	87	35,894	35	85½		1,127	75
Western Maryland,			387,081	88	387,081	88				
Western Pennsylvania,	10,678	29			10,678	29				
West Penn and Shenango Connecting,	2,494	39	22,956	08	25,450	47			1,171	23
Wheeling, Pittsburgh and Baltimore,			161,793	72	161,793	72	103.6		5,056	05
Williamsport and North Branch,	467,865	75	22,184	20	490,049	95				
Wilmington and Northern,	38,494	43	263,588	61	302,083	04	82.31		2,965	59
York and Peach Bottom,	52,505	05	37,646	09	90,151	14	72⅜		941	15
Total,	$5,793,259	15	$112,365,346	17	$118,868,873	81				

[1] Includes $8,275 51 for hire of equipment.
[2] Includes $9,228 83 taxes.
[3] Includes $8,794 36 for hire of equipment.
[4] Includes preparing, loading, and unloading coal.
[5] Includes $161,497 96 paid to Pine Creek Company, for rent of road, by Fall Brook Coal Company, lessee, which makes this report.
[6] Includes $204,251 23 paid to Cleveland and Pittsburgh railroad on account division of joint earnings.
[7] Includes $10,500 interest.

NOTE.—The column of total expenses includes a number of items not embraced in the preceding columns and therefore exceeds their combined totals.

TABLE L.—ACCIDENTS.

Fig. 1 denotes from causes beyond their own control. Fig. 2 denotes from their own misconduct or carelessness.

Name of Company.	Passengers.				Employes.				Others.				Total.	
	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.	Injured.
	1	2	1	2	1	2	1	2	1	2	1	2		
Addison and Northern Pennsylvania,													1	
Allegheny Valley,					3		7		3		1		6	8
Barclay Coal Company's Railroad,								4						4
Berlin,								1						1
Buffalo, Bradford and Pittsburgh,					1		1	1			3	1	1	6
Buffalo, New York and Philadelphia,	1				11		15		10		5		21	22
Chartiers,							2			1	2		1	4
Cleveland and Pittsburgh,					1		7	1			1		1	9
Corning, Cowanesque and Antrim,						1	3	2		1		1	2	6
Cornwall,						1							1	
Cornwall and Lebanon,							1			1			1	1
Cumberland Valley,							1	1		2		2	2	4
Delaware and Hudson Canal Company's Railroad,					3		2			2		3	5	5
Delaware, Lackawanna and Western,						7		12		9		12	16	39
Dunkirk, Allegheny Valley and Pittsburgh,								4		1		2	1	6
East Broad Top,												2		2
Erie and Pittsburgh,			4		3		5	2		1		2	4	13
Fort Pitt Incline Plane,											1	1		2
Hanover Junction, Hanover and Gettysburg,						1		1					1	1
Huntingdon and Broad Top Mountain,							3	2				1		6
Jefferson,							5	6		4		1	4	12
Lake Shore and Michigan Southern,					1	2		5	1	1	2	5	5	12
Lawrence,								2		1		2	1	4
Lehigh Valley,				1		5		14		21		16	26	31
Lykens Valley,							1			1			1	1
Monongahela Incline Plane,				1										1
Mount Oliver Incline Plane,							1							1
New Brighton and New Castle,				1						1			1	1
New Castle and Beaver Valley,							1	1		2		1	2	3
New York, Chicago and St. Louis,	1		2				4	1					1	7
New York, Lake Erie and Western,			17		27		276		65		75		92	368

New York, Lake Erie and Western Coal,							3							3
New York, Pennsylvania and Ohio,					1		7		6		2		7	9
New York, Susquehanna and Western,								1		6		3	6	4
Northern Central,						1	25	21		6	1	14	7	61
Pennsylvania,	10		10	26	9	47	81	596	2	133	1	229	201	943
Penn Gas Coal Company's Youghiogheny,								1						1
Pennsylvania and New York Canal and Railroad,					2	1		28	2	2		2	7	30
Perkiomen,					1			1					1	1
Philadelphia and Erie,			2		3	7	18	47		21		25	31	92
Philadelphia, Germantown and Chestnut Hill,				3				2		1			1	5
Philadelphia and Reading,		2	1	1	22	9	36	8	3	79	3	65	115	114
Philadelphia and Trenton,				6		2	6	16		21		30	23	58
Philadelphia, Wilmington and Baltimore,		1		2	1	4	1	1		20		4	26	8
Pine Creek,						2	6	12		1			3	18
Pittsburgh and Castle Shannon,					1		1						1	1
Pittsburgh, Chartiers and Youghiogheny,							1	2						3
Pittsburgh, Cincinnati and St. Louis,							7	9		12		4	12	30
Pittsburgh and Connellsville,						8	4	20		11		21	19	45
Pittsburgh, Fort Wayne and Chicago,		1	1	4	1	3	4	31		13		29	18	69
Pittsburgh Junction,										1		1	1	1
Pittsburgh and Lake Erie,		1		1	4	3		6	1	1		4	10	11
Pittsburgh, McKeesport and Youghiogheny,				1	1	2		4		3		5	6	10
Pittsburgh and Western,			1	1	1	3	1	6		3		3	7	12
Reading and Columbia,				2	1		5	2		1			2	9
Rochester and Pittsburgh,													6	36
Shamokin Valley and Pottsville,					1		3	1		1		1	2	5
Shenango and Allegheny,						1		2		2		1	3	3
Somerset and Cambria,							1	2						3
South Mountain,										1			1	
Stewartstown,				1				1						2
Stony Creek,								1						1
Tioga,								7		2		2	2	9
Western Maryland,								7		1		2	1	9
West Penn and Shenango Connecting,								1		2			1	1
Williamsport and North Branch,								1						1
Wilmington and Northern,						1	1	12		3		1	4	14
Total,	12	5	38	51	99	111	546	909	93	396	97	498	721	2,192

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Addison and Northern Pennsylvania,					$242,700	00	$500,000	00	$511,400	00
Allegheny Valley,	$2,166,500	00	$2,166,500	00	2,166,500	00	2,166,500	00	2,166,500	00
Allentown,	1,268,844	47	1,268,844	47	1,268,844	47	1,268,844	47	1,268,884	47
Arnot and Pine Creek,			255,000	00	255,000	00	255,000	00	255,000	00
Bachman Valley,	66,792	31	66,792	31	66,792	31	69,792	31	66,792	31
Bald Eagle Valley,	850,050	00	850,050	00	850,050	00	935,000	00	935,000	00
Baltimore and Cumberland Valley,	76,700	00	76,700	00	76,700	00	76,700	00	76,700	00
Baltimore and Cumberland Valley Extension,	230,000	00	270,000	00	270,000	00	270,000	00	270,000	00
Baltimore and Ohio Short Line,									3,000,000	00
Baltimore and Philadelphia,					3,000,000	00	3,000,000	00	3,000,000	00
Bangor and Portland,	47,000	00	125,000	00	121,000	00	121,100	00	121,100	00
Barclay,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Bedford and Bridgeport,	599,650	00	599,650	00	599,650	00	599,650	00	599,650	00
Beech Creek, Clearfield and South-Western,							4,307,000	00	4,955,000	00
Bellefonte, Nittany and Lemont,							300,000	00	300,000	00
Bellevue Incline Plane,							1,500	00		
Bell's Gap,	350,000	00	350,000	00	550,000	00	550,000	00	550,000	00
Berlin,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Berlin Branch,	43,101	42	43,104	44	43,192	32	43,194	40	43,195	19
Bethlehem and Belvidere,	10,000	00	10,000	00	10,000	00	10,000	00	10,000	00
Big Level,							5,742	00		
Big Level and Kinzua,							7,505	00		
Bradford,			100,000	00	100,000	00			100,000	00
Bradford, Bordell and Kinzua,	250,000	00	250,000	00	250,000	00	250,000	00	250,000	00
Bradford, Bordell and Smethport,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Bradford, Eldred and Cuba,			480,000	00	480,000	00	480,000	00	480,000	00
Bradford, Richburg and Cuba,	3,100	00	3,100	00	3,100	00	31,000	00	31,000	00
Brandy Camp,	25,000	50	50,000	00	50,000	00				
Brockwayville and Punxsutawney,					250,000	00			250,000	00
Brownsville and New Haven,	60,000	00								
Buffalo, Bradford and Pittsburgh,	2,286,400	00	2,286,400	00	2,286,400	00	2,286,400	00	2,286,400	00
Buffalo, New York and Philadelphia,	2,343,100	00	7,000,000	00	20,319,069	47	20,319,522	07	20,319,522	07
Buffalo, Pittsburgh and Western,	10,107,050	00	10,108,000	00						
Catasauqua and Fogelsville,	426,900	00	426,900	00	426,900	00	426,900	00	426,900	00
Catawissa,	4,359,500	00	4,359,500	00	4,359,500	00	4,359,500	00	4,359,500	00
Central Pennsylvania,							70,000	00		
Chartiers,	647,800	00	647,850	00	647,850	00	647,850	00	647,850	00

Cherry Grove,							10,000	00	10,000	00
Chester Creek,	185,000	00	185,000	00	185,000	00	185,000	00	185,000	00
Chester and Delaware River,	39,550	00	39,550	00	39,550	00	39,550	00	39,550	00
Chester Valley,	871,900	00	871,900	00	871,900	00	871,900	00	871,900	00
Chestnut Hill,	120,650	00	120,650	00	120,650	00	120,650	00	120,650	00
Clarion, Mahoning and Pittsburgh,					37,920	00				
Clearfield, Chest Creek and Western,					30,000	00				
Clermont and Bradford,									3,125	00
Cleveland and Pittsburgh,	11,233,650	00	11,235,400	00	11,235,800	00	11,235,950	00	11,236,500	00
Colebrookdale,	297,215	00	297,215	15	297,215	15	297,215	00	297,215	00
Colebrook Valley,							400,000	00	400,000	00
Columbia and Port Deposit,	497,100	00	497,100	00	497,100	00	497,100	00	497,100	00
Connecting,	1,278,300	00	1,278,300	00	1,278,300	00	1,278,300	00	1,278,300	00
Corning. Cowanesque and Antrim,	1,900,000	00	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Cornwall,	300,000	00	300,000	00	300,000	00	300,000	00	300,000	00
Cornwall and Lebanon,							200,000	00	200,000	00
Cornwall and Mt. Hope,							100,000	00	100,000	00
Coudersport and Port Allegany,									150,000	00
Cresson, Clearfield and New York Short Route,									950,000	00
Cumberland Valley,	1,777,850	00	1,777,850	00	1,777,850	00	1,777,850	00	1,777,850	00
Danville and Riverside,	3,790	00	3,790	00	3,790	00	3,790	00	3,790	00
Danville and Shamokin,	26,710	00	26,710	00	26,710	00	26,710	00	26,710	00
Delaware and Hudson,	20,000,000	00	20,000,000	00	20,000,000	00	23,500,000	00	23,500,000	00
Delaware and Western,	250,000	00	250,000	00						
Delaware, Lackawanna and Western,	26,200,000	00	26,200,000	00	26,200,000	00	26,200,000	00	26,200,000	00
Delaware River and Lancaster,					16,380	00	21,964	00	21,964	00
Dillsburg and Mechanicsburg,	53,437	17	53,993	37	54,093	37	54,650	00	89,700	00
Driftwood and Western,					45,000	00				
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00
Easton and Bangor,									10,000	00
East Brandywine and Waynesburg,	155,450	00	155,450	00	155,450	00	155,450	00	155,450	00
East Broad Top,	549,248	00	549,248	00	796,448	00	796,448	00	796,448	00
Eastern Heights,									1,500	00
East Mahanoy,	392,550	00	392,550	00	392,550	00	392,550	00	410,050	00
East Pennsylvania,	1,709,550	00	1,709,550	00	1,709,550	00	1,709,550	00	1,714,950	00
Ebensburg and Cresson,	42,000	00	42,000	00	42,000	00	42,000	00	42,000	00
Edgewood,	15,000	00	15,000	00	15,000	00	15,000	00	15,000	00
Elmira and Williamsport,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Emlenton, Shippenville and Clarion,	150,000	00								
Erie and Pittsburgh,	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00
Erie and Wyoming Valley,							1,500,000	00	1,500,000	00
Evergreen,	250,000	00	250,000	00	25,000	00	25,000	00	25,000	00
Fairchance and State Line,									2,515	00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Fayette County,	$125,395	71	$125,395	71	$125,395	71	$125,395	71	$125,395	71
Fort Pitt Incline Plane,	...		...		...		60,000	00	60,000	00
Foxburg, St. Petersburg, and Clarion,	97,817	50	...		...		...		...	
Frankford and Holmesburg,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Germantown, Norristown and Phœnixville,	...		...		...		150,000	00	150,000	00
Gettysburg and Harrisburg,	...		...		250,000	00	250,000	00	250,000	00
Gold and Driftwood,	...		...		17,600	00	...		...	
Greenlick Narrow Gauge,	31,650	00	31,650	00	31,650	00	31,650	00	31,650	00
Hanover Junction, Hanover and Gettysburg,	116,850	00	116,850	00	116,850	00	116,850	00	116,850	00
Hanover and York,	207,350	00	213,150	00	220,750	00	220,750	00	220,750	00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550	00	1,182,550	00	1,182,550	00	1,182,550	00	1,182,550	00
Harrisburg and Potomac,	379,165	20	379,165	20	379,165	20	379,165	20	379,165	20
Harrisburg and Western.	...		...		...		150,180	00	150,180	00
Huntingdon and Broad Top Mountain,	3,189,450	00	3,351,550	00	3,352,700	00	3,353,250	00	3,354,200	00
Ironton,	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Jamestown and Franklin,	601,310	50	601,310	52	601,310	50	601,810	50	601,810	50
Jefferson,	2,096,050	00	2,096,050	00	2,096,050	00	2,096,050	00	2,096,050	00
Jersey Shore, Pine Creek and Buffalo,	500,000	00	500,000	00	500,000	00	(Pine Cree	k.)	...	
Junction,	250,000	00	250,000	00	250,000	00	250,000	00	250,000	000
Karns City and Butler,	75,000	00	...		...		...		...	
Kendall and Eldred,	150,000	00	1,500,000	00	1,500,000	00	...		150,000	00
Kensington and Tacony,	...		...		...		2,500	00	2,500	00
Kinzua,			100,000	00	100,000	00			100,000	00
Lake Shore and Michigan Southern,	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00
Lancaster and Reading Narrow Gauge,	82,720	00	82,720	00	82,720	00	82,720	00	82,720	00
Lawrence,	450,000	00	450,000	00	450,000	00	500,000	00	500,000	00
Lehigh and Lackawanna,	375,100	00	375,100	00	375,000	00	375,100	00	375,100	00
Lehigh Valley,	27,603,101	00	27,603,150	00	27,603,150	00	32,954,920	00	33,098,700	00
Lewisburg and Tyrone,	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00
Ligonier Valley.	61,000	00	66,000	00	100,000	00	...		100,000	00
Little Saw-Mill Run,	100,000	00	135,800	00	138,650	00	144,375	00	144,375	00
Littlestown,	34,850	00	34,850	00	34,850	00	34,850	00	34,850	00
Little Schuylkill Navigation,	2,646,100	00	2,646,100	00	2,487,850	00	2,487,850	00	2,487,850	00
Lock Haven and Clearfield,	25,000	00	25,000	00	25,000	00	...		...	
Loyalsock,	...		...		...		...		36,487	24
Lykens Valley,	600,000	00	600,000	00	600,000	00	600,000	00	600,000	00
Martin's Creek,	...		...		...		...		4,000	00

McKean and Buffalo,	388,200	00	4,000,000	00	4,000,000	00	. . . . .	. .	388,200	00
Meadville and Linesville,	. .	. .	125,000	00	. .	.	200,000	00	200,000	00
Mifflin and Centre County,	167,775	00	167,775	00	167,775	00	167,775	00	167,775	00
Mill Creek and Mine Hill Navigation,	323,375	00	323,375	00	323,375	00	323,375	00	323,375	00
Milton and North Mountain,	. . . . .	. .	. . . . .	. .	. . . . .	. .	. . . . .		3,245	00
Mine Hill and Schuylkill Haven,	4,022,500	00	4,022,500	00	4,022,500	00	4,022,500	00	4,081,900	00
Monongahela Connecting,	. . . . .	. .	. . . . .	. .	. .	. .	. . . . .		3,000	00
Monongahela Incline Plane,	75,000	00	100,000	00	100,000	00	100,000	00	123,600	00
Monongahela North Shore,	. . . . .	. .	. . . . .	. .	. . . . .	. .	. . . . .		2,200	00
Mont Alto,	110,000	00	110,000	00	110,000	00	110,000	00	110,000	00
Montour,	. . . .	. .	. . . .	. .	. . . .	. .	100,000	00	100,000	00
Montrose,	306,335	85	306,948	21	306,948	21	304,900	00	304,900	00
Moshannon and Clearfield,	10,000	00	10,000	00	10,000	00	. . . . .	. .	. . . . .	. .
Mount Carbon and Port Carbon,	282,350	00	282,350	00	282,350	00	282,350	00	282,350	00
Mount Oliver Inclined Plane,	31,296	00	31,616	16	31,616	00	31,616	00	31,616	00
Mount Pleasant and Broad Ford,	150,500	00	150,500	00	150,500	00	150,500	00	150,500	00
Mount Pleasant and Latrobe,	. .	. .	. . . .	. .	6,500	00	6,500	00	6,500	00
Nesquehoning Valley,	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00	1,400,000	00
New Brighton and New Castle,	. . . . .	. .	. . . . .	. .	. . . . .	. .	250,000	00	400,000	00
New Castle Railroad and Mining,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
New Castle and Beaver Valley,	605,000	00	700,000	00	700,000	00	700,000	00	700,000	00
New Castle and Butler,	. .	. .	. . . . .	. .	. . . . .	. .	20,000	00	20,000	00
New Castle and Oil City,	600,000	00	. . . .	. .	. .	. .	. .	. .	. . . .	. .
Newry,	11,925	00	11,925	00	11,925	00	11,925	00	11,925	00
New York, Chicago and St. Louis	35,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00
New York, Lackawanna and Western,	. .	. .	. . . .	. .	. .	. .	. .	. .	12,000	00
New York, Lake Erie and Western,	86,536,900	00	86,536,900	00	85,240,500	00	85,240,500	00	85,240,500	00
New York, Lake Erie and Western Coal,	. .	. .	500,000	00	500,000	00	500,000	00	500,000	00
New York, Pennsylvania and Ohio,	45,000,000	00	45,000,000	00	45,000,000	00	45,000,000	00	45,000,000	00
New York, Pittsburgh and Chicago,	. . . .	. .	. . . . .	. .	. .		99,775	00	.	
New York, Susquehanna and Western,	. . . . .		. . . . .		. . . . .	. .	21,000,000	00	21,000,000	00
Nittany Valley and Southern,	. . . .	. .	. .		. .	. .	10,000	00	. .	
North and West Branch,	. . .		1,500,000	00	1,500,000	00	1,500,000	00	1,500,000	00
North-East Pennsylvania,	81,550	00	81,550	00	81,550	00	81,550	00	81,550	00
Northern Central,	5,842,000	00	6,500,000	00	6,500,000	00	6,500,000	00	6,500,000	00
North Pennsylvania,	4,401,000	00	4,401,950	00	4,556,500	00	4,556,550	00	4,556,550	00
Ohio and Baltimore Short Line,	. . . . .	. .	. . . . .		. . . . .		. . .	. .	290,000	00
Oil City and Chicago,	. . .		2,500,000	00	. . .	. .	. . . .	. .	. . .	
Oil City and Ridgway,	300,000	00	86,550	00	86,550	00	. . . . .		. .	
Olean, Bradford and Warren,	. . .		. . .	.	1,500,000	00	. . . . .		150,000	00
Parker and Karns City,	150,000	00	. . .	.	. . .	. .	. . . . .		. .	
Peach Bottom,	226,042	40	. . . .		. . .	. .	. .		. .	
Pennsylvania,	77,672,750	00	85,301,300	00	92,619,750	00	94,777,850	00	94,777,850	00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.		1882.		1283.		1884.		1885.	
Pennsylvania and Martin's Creek,							$6,000	00		
Pennsylvania and New York	$5,061,700	00	$5,061,700	00	$5,061,700	00	5,061,700	00	$5,061,700	00
Pennsylvania Schuylkill Valley,					2,700,000	00	3,750,000	00	4,970,000	00
Pennsylvania and Western,			100,000	00	100,000	00	100,000	00	100,000	00
Pennsylvania Coal,	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00
Pennsylvania Company,	20,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00
People's,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Perkiomen,	38,040	00	38,040	00	38,040	00	38,040	00	38,040	00
Philadelphia and Baltimore Central,	220,606	11	2,495,650	00	2,495,650	00	2,495,650	00	2,495,650	00
Philadelphia and Chester County,	750,000	00	505,950	00						
Philadelphia and Erie,	9,413,700	00	9,415,000	00	9,415,000	00	9,415,000	00	10,375,000	00
Philadelphia and Lehigh Valley,							40,000	00	40,000	00
Philadelphia Midland,									250,000	00
Philadelphia and Merion,	1,250	00								
Philadelphia and Reading,	34,278,175	28	34,383,175	28	34,734,675	28	34,768,425	28	37,669,925	28
Philadelphia and Trenton,	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00
Philadelphia, Germantown and Chestnut Hill,							1,000,000	00	1,000,000	00
Philadelphia, Germantown and Norristown,	2,246,900	00	2,246,900	00	2,246,900	00	2,246,900	00	2,246,900	00
Philadelphia, Newtown and New York,	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00
Philadelphia and Northern,									20,000	00
Philadelphia, Wilmington and Baltimore,	11,795,050	00	11,795,050	00	11,794,850	00	11,818,350	00	11,819,350	00
Pickering Valley,	95,655	00	95,655	00	95,655	00	95,655	00	95,655	00
Pine Creek,							999,000	00	1,000,000	00
Pittsburgh and Castle Shannon,	480,200	00	480,200	00			481,400	00	481,400	00
Pittsburgh and Connellsville,	1,944,400	00	1,956,091	05	1,956,091	05	1,956,091	05	1,956,091	05
Pittsburgh and Lake Erie,	2,039,250	00	2,050,000	00	2,050,000	00	2,050,000	00	2,050,000	00
Pittsburgh and Western,	6,000,000	00	6,000,000	00	7,250,000	00	7,250,000	00	7,250,000	00
Pittsburgh, Bradford and Buffalo,	544,380	00	544,380	00						
Pittsburgh, Buffalo and Rochester,	1,000	00	1,000	00	10,000	00				
Pittsburgh, Cincinnati and St. Louis,	8,437,200	00	8,437,200	00	8,437,200	00	8,437,200	00	8,437,200	00
Pittsburgh, Chartiers and Youghiogheny,							593,600	00	593,600	00
Pittsburgh East End,							10,800	00	10,800	00
Pittsburgh, Fort Wayne and Chicago,	27,413,185	71	28,114,285	71	28,114,200	00	28,114,285	71	30,491,085	71
Pittsburgh Junction,									1,440,000	00
Pittsburgh, McKeesport and Youghiogheny,							3,000,000	00	3,100,000	00
Pittsburgh and North-Eastern,									152,500	00
Pittsburgh and State Line,									1,200,000	00

Pittsburgh, Virginia and Charleston,	1,501,900	00	1,511,080	00	1,504,592	57			1,505,600	00
Plymouth,	12,050	00	12,050	00	12,050	00	12,050	00	12,050	00
Point Breeze,	7,200	00	7,200	00	7,200	00	7,200	00	7,200	00
Pomeroy and Newark,	500,000	00	500,000	00	500,000	00	500,000	00	500,000	00
Pottsville and Mahanoy,									150,000	00
Reading and Columbia,	958,268	09	958,268	09	958,268	09	958,268	09	958,268	09
Reading and Lebanon,							16,500	00	16,500	00
Reading, Marietta and Hanover,									250,000	00
Reading and Pottsville,							35,135	00		
Rew City and Eldred,			111,000	00	111,000	00	111,000	00	111,000	00
Richburg,	3,100	00	3,100	00	3,100	00				
Ridgway and Clearfield,					150,000	00	430,000	00	491,000	00
Ridgway and Oil City,					18,050	00	18,050	00	180,500	00
Riegelsville,							5,000	00	5,000	00
River Front,	180,000	00	216,000	00	216,000	00	216,000	00	216,000	00
Rochester and Pittsburgh,			10,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00
Salisbury,	104,250	00	117,800	00	117,800	00	117,800	00	117,800	00
Schuylkill River East Side,							2,000	00		
Schuylkill River West Side,							1,500	00	1,500	00
Schuylkill Valley Navigation,	576,050	00	576,050	00	576,050	00	576,050	00	576,050	00
Shamokin, Sunbury and Lewisburg,					1,000,000	00	1,000,000	00	1,000,000	00
Shamokin Valley and Pottsville,	869,450	00	869,450	00	869,450	00	869,450	00	869,450	00
Sharpsville,	317,465	00	317,465	00	350,000	00	350,000	00	350,000	00
Sharon,	335,950	00	367,050	00	367,650	00	371,500	00	410,340	00
Sharon and State Line,									400	00
Sheffield and Spring Creek,							3,000	00	3,000	00
Shenango and Allegheny,	200,000	00	200,000	00			200,000	00	200,000	00
Sherrick Run,					50,000	00	50,000	00	50,000	00
Sinnemahoning and Sheffield,					19,500	00	19,500	00	19,500	00
Sinnemahoning Valley,									58,300	00
Slate Ridge and Delta,	270	00	2,700	00	2,700	00	2,700	00	2,700	00
Slate Run,									36,000	00
Somerset and Cambria,			500,000	00	500,000	00	500,000	00	1,000,000	00
Somerset County,									74,493	00
South Mountain,	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00
South Pennsylvania,	72,345	00	72,345	00	256,800	00	398,000	00	6,118,000	00
Southern Pennsylvania	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
South-West Pennsylvania,	546,150	00	546,150	00	546,150	00	546,150	00	816,500	00
State Line,									26,000	00
State Line and Sullivan,	1,000,000	00	990,000	00	990,000	00	990,000	00	989,750	00
Stewartstown,									42,345	00
Stony Creek,	176,100	00	176,100	00	176,100	00	176,100	00	176,100	00
Sunbury and Lewistown,	164,000	00			39,000	00	39,000	00	39,000	00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Sunbury, Hazleton and Wilkes-Barre,	$1,000,000	00	$1,000,000	00	$1,000,000	00	$1,000,000	00	$1,000,000	00
Susquehanna and Clearfield,	17,500	00	17,500	00	240,000	00	280,000	00	286,000	00
Susquehanna and Delaware River,	.....	..	37,350	00	71,450	00	77,000	00	.....	..
Tioga,	580,900	00	580,900	00	580,900	00	580,900	00	580,900	00
Tionesta and Clarion,	.....	..	.....	..	.....	..	45,600	00	45,600	00
Tionesta Valley,	.....		.....	..	.....	..	100,000	00	100,000	00
Tresckow,	130,000	00	130,000	00	130,000	00	130,000	00	130,000	00
Turtle Creek and Allegheny River,	.....		.....		.....	..	25,000	00	.....	..
Tyrone and Clearfield,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Ursina and North Fork,	.....	..	.....		.....	..	.....	..	1,000	00
Warren and Farnesworth Valley,	.....	..	75,000	00	75,000	00	75,000	00	75,000	00
Waynesburg and Washington,	101,317	32	101,789	97	101,364	97	.....	..	101,674	97
West Chester,	165,000	00	.....	..	.....	..	.....	..	165,000	00
West Chester and Phœnixville,	.....	..	.....	..	.....	..	.....	..	2,500	00
West Penn and Shenango Connecting,	.....	..	.....	..	.....	..	500,000	00	500,000	00
Western Maryland,	682,250	00	682,050	00	682,050	00	682,750	00	682,950	00
Western Pennsylvania,	1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00
Wheeling, Pittsburgh and Baltimore,	500,000	00	500,000	00	500,000	00	500,000	00	500,000	00
Wilkes-Barre and Harvey's Lake,	.....	..	.....		.....	..	.....		5,000	00
Williamsport and North Branch,	.....	..	.....		379,900	00	377,600	00	525,000	00
Williamsport and Clearfield,	.....	..	.....	..	.....	..	.....	..	4,500	00
Wilmington and Northern,	1,278,050	00	1,278,050	00	1,278,050	00	1,278,050	00	1,278,050	00
Wind Gap and Delaware,	10,000	00	10,000	00	*50,000	00	50,000	00	50,000	00
York and Peach Bottom,	.....		.....	..	.....	..	.....	..	249,250	00
Youghiogheny and Elizabeth,	.....		.....		.....		5,000	00	5,000	00
Youghiogheny Northern,	.....	..	.....	..	400,000	00	400,000	00	400,000	00
Total,	$609,327,342	11	$611,612,056	25	$694,033,553	10	$726,322,549	39	$752,552,648	79

* Reported $100,000 by the company, and so printed in the report of this department for 1883, but should have been $50,000—2,000 shares having been issued with $25 paid on each share, the par value being $50.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Addison and Northern Pennsylvania,	.....		.....		$761,000	00	$802,497	96	$829,590	19
Allegheny Valley,	$28,473,777	44	$29,392,100	50	30,170,978	09	31,213 560	19	31,333,030	00
Allentown.	15.305	06	11,470	06	8,584	23	6,876	87	5,196	14
Bachman Valley,	62,784	33	61,533	10	61,533	10	59,288	72	61,858	53
Bald Eagle Valley,	396,000	00	392,000	00	388,000	00	384,000	00	380,000	00
Baltimore and Cumberland Valley,	75,318	00	75,732	05	72,800	00	72,800	00	72,800	00
Baltimore and Cumberland Valley Extension,	260,000	00	230,000	00	230,000	00	230,000	00	230,000	00
Baltimore and Ohio Short Line,	.....		.....		.....		.....		500,000	00
Baltimore and Philadelphia,	.....		.....		[1]4,865,000	00	[1]4,865,000	00	[1]4,865,000	00
Bangor and Portland,	85,000	00	181,632	45	181,100	00	214,000	00	230,926	00
Barclay,	100,500	00	100,000	00	100,000	00	100,000	00	100,000	00
Beech Creek, Clearfield and South-Western.	.....		.....		.....		1,867,500	00	6.300,000	00
Bedford and Bridgeport.	1,266,000	00	1,332,500	00	1,392,698	45	1,451,500	00	7,107,500	00
Bellefonte, Nittany and Lemont,	.....		.....		.....		300.000	00	300,000	00
Bell's Gap,	350,000	00	350,000	00	550,000	00	544,500	00	539,000	00
Berlin,	.....		.....		.....		.....		12,886	24
Berlin Branch,	41,818	35	43,174	57	44,868	46	46,857	26	48,646	06
Bradford, Bordell and Kinzua,	10,678	28	400,220	50	521,307	33	555,576	33	535,246	47
Bradford, Eldred and Cuba.	.....		657,976	39	685,489	08	717,858	48	754,691	14
Bradford, Richburg and Cuba,	57,400	00	187,200	00	187,200	00	.....		.....	
Brandy Camp,	1,500	00	.....		.....		.....		.....	
Buffalo, Pittsburgh and Western,	7,945,129	89	8,013,327	82	.....		.....		.....	
Buffalo, New York and Philadelphia,	4,475,699	79	11,996,950	80	22,899,085	69	26,516,722	26	28,076,768	48
Buffalo, Bradford and Pittsburgh,	580,000	00	580,000	00	580,000	00	580,000	00	580,000	00
Catasauqua and Fogelsville,	138,000	00	138,000	00	138,000	00	138,000	00	138,000	00
Catawissa,	1,802,350	00	1,802,350	00	1,802,350	00	1,802,350	00	1,802,350	00
Chartiers,	500,000	00	500,000	00	500,000	00	500,000	00	607,437	87
Cherry Grove,	.....		.....		.....		10,000	00	.....	
Chester Creek,	191,297	67	185,000	00	185,000	00	185,000	00	185,000	00
Chester and Delaware River,	195,100	99	195,100	99	195,100	99	195,100	99	195,100	99
Chester Valley,	885,000	00	867,500	00	867.500	00	500,000	00	850,000	00
Clarion, Mahoning and Pittsburgh,	.....		16.129	69	31,729	69	.....		.....	
Cleveland and Pittsburgh,	5,120,343	63	5,339,343	63	5,225,343	63	5,321,343	63	5,352,343	63
Colebrookdale.	712,826	87	734,509	91	726,999	90	732,135	48	719,064	01
Colebrook Valley,	.....		.....		.....		84,944	45	85,000	00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Columbia and Port Deposit,	$2,403,780	00	$2,476,195	00	$2,604,470	00	$2,692,810	00	$2,789,550	00
Connecting,	1,103,160	46	1,213,188	15	1,416 529	59	1,503,688	20	1,505,503	73
Corning, Cowanesque and Antrim,	300,000	00	225,000	00	1,250,000	00	1,250,000	00	1 250,000	00
Cornwall,	...	...	...	...	12,000	00	50,866	34	55,745	48
Cornwall and Mt. Hope,	...	...	...	...	...	...	87,178	55	87,178	55
Cornwall and Lebanon,	...	...	...	...	...	...	259,488	27	291,066	55
Cresson, Clearfield and New York Short Route,	...	...	...	...	...	...	...	...	753,800	00
Cumberland Valley,	352,300	00	352,000	00	357,300	00	270,500	00	270 500	00
Danville and Shamokin,	138	88	...	...	...	...	...	...	...	...
Danville and Riverside,	218	23	218	23	268	23	318	23	368	23
Delaware and Hudson,	[2]19,837,000	00	[2]18,763 000	00	[2]18,763,000	00	[2]15,387,000	00	[2]15,378,000	00
Delaware, Lackawanna and Western,	4,044,900	00	4,044,900	00	4,044,900	00	4,044,900	00	3,674,000	00
Delaware River and Lancaster,	[3]1,335	00	[3]2,004,268	00	[3]1,335	00	[3]2,001,109	00	2,001,550	00
Dillsburg and Mechanicsburg,	136,282	43	132,489	15	125,221	12	100,000	00	100,000	00
Dunkirk, Allegheny Valley and Pittsburgh,	3,453,158	12	3,429,810	08	3,415,415	44	3,426,314	30	3,431,840	86
Easton and Bangor,	...	...	...	...	...	...	...	...	400,000	00
East Brandywine and Waynesburg,	556,991	06	580,553	06	626,723	17	656,378	77	623,293	50
East Broad Top,	671,465	00	671,465	00	555,112	97	551,171	91	555,344	08
East Pennsylvania,	495,900	00	495,900	00	495,900	00	495,900	00	495,900	00
Ebensburg and Cresson,	80,000	00	80,000	00	80,000	00	80,000	00	80,000	00
Edgewood,	19,532	64	19,532	64	19,532	64	19,532	64	19,532	64
Elmira and Williamsport,	1,620,000	00	1,570,000	00	1,570 000	00	1,570,000	00	1,570,000	00
Emlenton, Shippenville and Clarion,	156,046	16	...	...	...	...	...	...	...	...
Erie and Pittsburgh,	3,311,233	18	3,299,898	95	3,306,886	41	3,306,886	35	3,283,886	04
Erie and Wyoming Valley,	...	...	...	...	...	...	2,045,000	00	2,756,589	57
Evergreen,	...	...	25,000	00	5,146	04	32,089	56	34,148	42
Fort Pitt Incline Plane,	...	...	...	...	...	...	31,100	00	32,635	05
Foxburg, St. Petersburg and Clarion,	68,055	85	...	...	...	...	...	...	...	...
Frankford and Holmesburg,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Gettysburg and Harrisburg,	...	...	...	...	250,000	00	333,522	98	352,378	96
Greenlick Narrow Gauge,	...	...	2,230	16	2,590	62	3,977	30	4,360	16
Hanover Junction, Hanover and Gettysburg,	218,000	00	218,000	00	208,000	00	218,000	00	254,000	00
Hanover and York,	185,000	00	179,200	00	174,600	00	174,600	00	194,600	00

Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000	00	700,000	00	700,000	00	700,000	00	700 000	00
Harrisburg and Potomac,	587,115	60	712,384	76	898 587	17	929,760	33	940,939	86
Huntingdon and Broad Top Mountain,	2,399,395	00	2,399,395	00	2,399,395	00	2,399,395	00	2,399,395	00
Ironton,	203,233	61	...		...		...		...	
Jamestown and Franklin,	1,971,566	17	1,970,509	05	835,000	00	1,963,920	17	1 981,159	40
Jefferson,	2,300,000	00	2,300 000	00	2,300,000	00	2,300,000	00	2,300,000	00
Jersey Shore, Pine Creek and Buffalo,	342,106	50	2,475,363	51	3,613,355	60	(Pine Creek,)		...	
Junction,	740,000	00	725,000	00	725,000	00	725,000	00	725,000	00
Karns City and Butler,	127,900	00	...		...		...		...	
Kendall and Eldred,	18,006	57	...		...		...		...	
Lake Shore and Michigan Southern,	36,915 000	00	44 932,000	00	42,942,000	00	46,192,000	00	47,466,000	00
Lancaster and Reading Narrow Gauge,	350,000	00	350,000	00	350,000	00	350,000	00	350,000	00
Lawrence,	355,000	00	355,000	00	355,000	00	355,000	00	355 000	00
Lehigh and Lackawanna,	601,047	66	601,047	66	601,047	66	601 111	66	601,111	66
Lehigh Valley,	25,163 000	00	25,013,000	00	24,854,000	00	24,686,000	00	25,647,000	00
Lewisburg and Tyrone,	183,512	20	245,477	73	247,614	35	358 275	69	362,113	29
Ligonier Valley,	48,984	62	43,484	59	52,889	10	55 011	19	49 656	38
Little Saw-Mill Run,	124,542	83	139,000	00	153,000	00	183,253	46	182,000	00
Little Schuylkill Navigation,	440,000	00	432,000	00	...		...		...	
Littlestown,	59,343	81	59,326	27	57,615	98	56,639	10	55 870	91
Lock Haven and Clearfield,	...		25,000	00	...		...		...	
Martin's Creek,	...		...		...		...		17,741	56
McKean and Buffalo,	423,850	25	...		...		...		...	
Meadville and Linesville,	...		173 985	00	...		150,000	00	150,000	00
Mifflin and Centre County,	200,000	00	200,000	00	200,000	00	200 000	00	200 000	00
Monongahela Incline Plane,	...		44,000	00	105,475	57	132,660	62	115,666	66
Mont Alto,	125,000	00	125,000	00	125,000	00	125,000	00	125 000	00
Montrose,	44,900	00	44,900	00	30,200	00	20,000	00	15,000	00
Moshannon and Clearfield,	13,000	00	26,018	84	86,000	00	...		...	
Mount Carbon and Port Carbon,	...		62,400	00	...		...		...	
Mount Oliver Incline,	55,833	33	...		49,900	00	45,000	00	48,000	00
Muncy Creek,	221,800	00	...		...		...		...	
Nesquehoning Valley,	100 915	43	100 915	43	100,915	43	102 117	56	5,774	58
New Brighton and New Castle,	...		...		...		320,399	04	400 000	00
New Castle Railroad and Mining,	8,035	00	4,915	00	3,500	00	7,950	00	3,500	00
New Castle and Oil City,	712,900	76	...		...		...		...	
Newry,	10,810	06	12 573	27	25,131	72	25,131	72	25,131	72
New York, Chicago and St. Louis,	...		22,852,701	30	22,709,241	28	22,896 000	00	22,756,000	00
New York, Lake Erie and Western,	67,165,665	95	70,267,137	65	75,267,136	90	82 159,842	24	75,268,485	10
New York, Lake Erie and Western Coal,	...		2,124,515	52	2,202,598	32	3 152,517	74	3,091,183	62
New York, Pennsylvania and Ohio,	87,866,351	94	92,168,810	80	94,714,005	59	96,120,898	30	99,098,037	78
New York, Pittsburgh and Chicago,	...		...		...		5,977,808	00	...	

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
New York, Ridgway and Pittsburgh,			$29,120	00	$35,867	61				
New York, Susquehanna and Western,							$8 178,111	45	$8,262 984	94
North and West Branch,			1,500 000	00	1,517,580	09	1,568 800	24	1,500 000	00
Northern Central,	$15,375,000	00	15,379 000	00	15,346,000	00	15,253 000	00	14 901,000	00
North-East Pennsylvania,	340,217	88	362.700	82	382,696	10	397,448	78	409,039	75
North Pennsylvania,	7,156,656	96	7,141,819	08	7,140 492	88	7.121,437	65	7,021 500	00
Ohio and Baltimore Short Line,									1,129.144	50
Oil City and Chicago,			1,685,671	27						
Oil City and Ridgway,	71,427	43	58 049	81	58.049	81	15 000	00	15,000	00
Parker and Karns City,	26.000	00								
Peach Bottom,	563 600	00								
Pennsylvania,	54,344,820	00	54,051,010	00	56,770 150	00	59,431,690	00	63,388,690	00
Pennsylvania and Martin's Creek,							510	69		
Pennsylvania and New York Canal and Railroad,	3,728 495	98	3,733,451	29	4,324 906	93	3,740 838	95	4 332.752	47
Pennsylvania Schuylkill Valley,					2,700,000	00	3,912 109	03	4,808 704	89
Pennsylvania and Western,			200 000	00	200,000	00	200.000	00	200,000	00
Pennsylvania Coal,	266,584	86	427,568	83	248.265	83	263 137	42	454 301	10
Pennsylvania Company,	16,529 718	82	16,740,475	00	18,466,409	41	19,771 282	05	20 303 326	36
Pennsylvania, Slatington and New England,					937,000	00	1 615 994	00		
People's,	33,191	55	33 257	34	33,257	34	33,257	34	29.523	04
Perkiomen,	2,718 976	98	2,715,719	18	2,714,808	10	2,727,953	87	2.705,720	42
Philadelphia and Baltimore Central,	1,500,000	00	2,100.000	00	2.162,512	50	2,162,512	50	2,161,512	50
Philadelphia and Chester County,	74,467	50	205,453	76	255.054	67				
Philadelphia and Erie,	19,869,764	49	17,919 000	00	19,488,392	19	19,354 680	00	19,419 000	00
Philadelphia and Merion,	6 527	01								
Philadelphia and Reading,	84,792,544	63	89,673,444	44	102,721,287	78	106,794 418	20	103,756.625	26
Philadelphia, Germantown and Chestnut Hill,							1,000,000	00	1,153,375	29
Philadelphia Midland,									250,000	00
Philadelphia, Newtown and New York,	700 000	00	700,000	00	700,000	00	700 000	00	700 000	00
Philadelphia, Wilmington and Baltimore,	4 076,416	66	3,726,416	66	3,726,416	66	3,637,666	66	3,636,666	66
Pickering Valley,	674,337	54	695,769	78	708,302	89	717,352	76	713.359	42
Pine Creek,							3,781,887	06	3,852 586	76
Pittsburgh and Castle Shannon,	115,993	52	102 608	05	96 285	84	79,889	36	70,198	81
Pittsburgh and Connellsville,	14,559,804	54	14,409,484	12	14,376,635	19	15,020,975	14	20,797 344	90

Pittsburgh and Lake Erie,	2,901,906	35	3,039,164	18	3,124,397	34	3,072,607	13	2,964,434	06
Pittsburgh and Western,	...	.	4,255,541	19	6,606,542	82	7,192,028	33	7,352,959	89
Pittsburgh, Chartiers and Youghiogheny,	...		...		...		446,860	43	540,259	56
Pittsburgh, Cincinnati and St. Louis,	15,272,465	99	15,502,526	00	15,982,557	55	16,020,649	95	15,667,554	98
Pittsburgh, Bradford and Buffalo,	625,517	46	818,778	39	...		...		...	
Pittsburgh, Buffalo and Rochester,	94,000	00	188,000	00	188,000	00	...		...	
Pittsburgh East End,	...		...		...		3,839	59	3,839	59
Pittsburgh, Fort Wayne and Chicago,	13,510,000	00	13,510,000	00	13,510,000	00	12,510,000	00	12,510,000	00
Pittsburgh Junction,	...	..	...		...		1,512,129	70	440,000	00
Pittsburgh, McKeesport and Youghiogheny,	...		...		2,250,000	00	2,690,000	00	3,100,000	00
Pittsburgh Southern,	321,113	07	320,471	76	1,013,484	32	950,000	00	...	
Pittsburgh, Virginia and Charleston,	2,355,583	23	2,735,518	59	3,020,600	00	...		3,020,000	00
Plymouth,	274,405	19	274,405	19	274,405	19	274,495	19	274,495	19
Pomeroy and Newark,	...		55,701	70	75,712	30	47,475	58	...	..
Pomeroy and State Line,	18,371	56	...	..	...	..	...		...	
Pottsville and Mahanoy,	...		...		...		...		484,584	19
Reading and Columbia,	2,004,166	67	2,004,166	67	2,014,166	67	2,263,145	98	2,259,161	68
Rew City and Eldred,	...		349	50	1,726	65	1,726	65	2,030	40
Ridgway and Clearfield,	...		...		467,036	78	448,459	26	491,000	00
River Front,	183,205	76	289,093	06	296,047	10	296,047	10	302,729	73
Rochester and Pittsburgh,	...		3,482,000	00	8,537,144	93	11,985,748	87	11,393,529	20
Salisbury,	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Schuylkill River East Side,	...	..	...		...		90,649	71	...	
Schuylkill River West Side,	...		...	..	...		2,175	41	2,859	10
Selinsgrove and North Branch,	...		...		137,000	00	...		...	
Shamokin, Sunbury and Lewisburg,	...		...		486,958	15	1,618,754	00	1,639,744	12
Shamokin Valley and Pottsville,	2,006,250	00	2,006,250	00	2,000,000	00	2,000,000	00	2,000,000	00
Sharon,	156,000	00	156,000	00	156,000	00	156,000	00	156,000	00
Sharpsville,	...	..	65,500	00	65,000	00	67,742	99	68,356	53
Sheffield and Spring Creek,	...		...		...		21,566	88	...	
Shenango and Allegheny,	1,481,576	48	1,550,543	32	...	..	1,481,309	40	1,470,306	35
Slate Ridge and Delta,	...		...		4,500	00	...		...	
Somerset County,	...		...		...		...		18,000	00
Somerset and Cambria,	578,766	16	603,419	70	729,278	72	475,000	00	975,000	00
South Mountain,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Southern Pennsylvania,	952,250	00	996,000	00	1,011,458	34	1,055,208	34	625,000	00
South Pennsylvania,	...		100,000	00	212,335	24	...		6,000,000	00
South-West Pennsylvania,	962,000	00	962,000	00	962,000	00	962,000	00	1,000,000	00
State Line and Sullivan,	238,184	33	222,800	00	220,635	75	220,635	75	300,000	00
Stewartstown,	...	..	...	..	...	..	...		29,000	00
Stony Creek,	638,495	45	649,635	66	712,619	57	715,532	18	720,201	69
Sunbury and Lewistown,	500,000	00	500,000	00	500,000	00	500,000	00	500,000	00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Sunbury, Hazleton and Wilkes-Barre,	$2,546,604	61	$2,601,604	61	$2,600,095	00	$2,535,000	00	$2,535,000	00
Susquehanna and Clearfield,	. . .		50,275	78	240,000	00	280,666	46	285,000	00
Susquehanna and Delaware River,	48,000	00	5,000	00	8,000	00	12,000	00	. . .	.
Tioga,	629,500	00	629,500	00	629,500	00	629,500	00	819,042	00
Tionesta Valley,	. . .		. . .		. . .		66,631	31	116,359	03
Tresckow,	101,948	71	102,623	93	102,623	93	102,897	51	103,377	19
Tyrone and Clearfield,	39,019	48	68,668	97	1,000,000	00	1,000,000	00	1,000,000	00
Warren and Farnesworth Valley,	. . .		50,561	16	82,378	98	82,520	00	. . .	
Waynesburg and Washington,	116,199	36	106,125	00	1,029,000	00	98,900	00	98,900	00
West Chester,	175,000	00	. . .		. . .		. . .		75,000	00
West Chester and Philadelphia,	1,377,512	50	. . .		. . .		. . .		. . .	
Western Maryland,	4,412,630	88	4,589,313	53	4,374,538	20	4,511,603	37	4,515,038	53
Western Pennsylvania,	3,210,000	00	3,990,000	00	4,300,000	00	4,300,000	00	4,300,000	00
West Penn and Shenango Connecting,	. . .		. . .		. . .		480,627	65	484,664	52
Wheeling, Pittsburgh and Baltimore,	. . .		. . .		283,007	75	. . .		258,149	12
Williamsport and Clearfield	. . .		. . .		. .		. .		230,000	00
Williamsport and North Branch,	. . .		5,000	00	13,000	00	91,500	00	247,000	00
Wilmington and Northern,	113,200	00	150,000	00	207,000	00	228,700	00	225,000	00
Wind Gap and Delaware,	6,041	27	. . .		9,280	13	10,395	73	15,697	32
York and Peach Bottom,	. . .		. . .		250,973	23	274,544	03	240,250	00
Total,	$608,970,035	60	$669,238,382	09	$723,512,640	93	$775,438,674	42	$802,237,453	64

[1] Stated at £1,000,000 sterling in company's report.

[2] Debt of canal and railroad.

[3] The reports of this company in relation to its funded debt have been contradictory. In 1880, it reported "no bonds issued." In 1881, it reported "no funded debt." In 1882, it reported a funded debt of $2,000,000. In 1883, it reported "no funded debt." In 1884 and 1885, it reported a funded debt of $2,000,000.

[4] Add interest in default since March 1, 1875.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Addison and Northern Pennsylvania,					$482,665	69	$482,665	69	$933,427	96
Allegheny Valley,	$24,009,218	24	$24,049,513	30	24,049,540	30	24,049,540	30	24,049,540	30
Allentown,	1,084,691	28	1,084,652	71	1,084,652	71	1,084,652	71	1,084,652	71
Arnot and Pine Creek,			255,000	00	255,000	00	255,000	00	255,000	
Bachman Valley,	112,494	13	112,494	13	112,494	13	112,494	13	112,494	13
Bald Eagle Valley.	1,350,050	00	1,398,228	94	1,428,667	56	1,428,667	56	1,428,667	50
Baltimore and Cumberland Valley,	152,018	16	152,432	05	152,432	05	152,432	05	152,432	05
Baltimore and Cumberland Valley Extension,	508,845	00	500,000	00	500,000	00	500,000	00	500,000	00
Baltimore and Ohio Short Line,									3,500,000	00
Bangor and Portland,	132,000	00	289,032	45	320,139	00	335,100	00	352,026	13
Barclay,	622,600	00	662,600	00	662,600	00	662,600	00	622,600	00
Bedford and Bridgeport,	1,423,590	61	1,423,606	61	1,423,606	61	1,423,606	61	1,423,606	61
Beech Creek, Clearfield and South-Western,							5,282,419	53	11,196,888	28
Bell's Gap,	402,213	25	423,477	22	1,040,220	63	1,034,292	38	1,034,233	18
Bellefonte. Nittany and Lemont,									336,000	00
Berlin Branch,	75,685	49	75,836	59			76,726	12	76,726	19
Big Level,							5,298	60		
Big Level and Kinzua,							6,295	38		
Bradford,					168,305	40				
Bradford, Bordell and Kinzua,	274,964	62	278,845	73	580,806	01	581,933	35	589,268	22
Bradford, Bordell and Smethport,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Bradford, Eldred and Cuba,			1,134,022	66	1,138,437	52	1,139,868	31	1,109,591	31
Bradford, Richburg and Cuba,	57,400	00	187,200	00	187,200	00				
Brockwayville and Punxsutawney,									250,000	00
Brandy Camp,					55,000	00				
Buffalo, Bradford and Pittsburgh,	2,866,400	00	2,866,400	00	2,866,400	00	2,866,400	00	2,866,400	00
Buffalo, New York and Philadelphia,							44,199,854	74	41,087,208	10
Buffalo, Pittsburgh and Western,	15,467,980	83	16,475,019	62						
Catasauqua and Fogelsville,	658,335	59	658,335	59	658,335	59	658,335	59	658,335	59
Catawissa,	6,206,668	08	6,206,668	08	6,206,668	08	6,206,668	08	6,206,668	08
Chartiers,	1,122,336	10	1,122,336	10	1,122,336	10	1,122,336	10	1,122,336	10
Chester and Delaware,	220,915	21	220,915	21	220,915	21	220,915	21	220,915	21
Chester Creek,	376,297	67	457,100	00	457,100	00	457,100	00	457,100	00
Chester Valley,	1,756,900	00								
Chestnut Hill,	120,650	00	120,650	00						
Clarion, Mahoning and Pittsburgh,			16,129	69	69,649	69				
Clearfield and Jefferson,									2,500	00

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Cleveland and Pittsburgh,	$16,306,666	89	$16,878,871	74	$16,878,871	74	$17,056,547	75	$17,260,883	97
Colebrookdale,	668,797	23	671,487	84	671,487	84	672,029	58	672,029	58
Colebrook Valley,	...	..		..			484,944	45	479,898	82
Columbia and Port Deposit,	1,733,393	49	2,024,327	16	2,024,327	16	2,024,327	16	2,024,327	16
Connecting,	2,381,460	46	2,491,488	15	2,694,829	59	2,781,988	20	2,772,478	53
Corning, Cowanesque and Antrim,	2,400,000	00	2,500,000	00	4,767,406	37	3,250,000	00	3,250,000	00
Cornwall,	457,157	54	457,946	31	506,510	39	564,698	04	584,874	18
Cornwall and Lebanon,	....		.. .		.....		459,488	27	487,686	80
Cornwall and Mount Hope,	.....		....		.....	..	188,381	62	189,975	32
Coudersport and Port Allegany,	.....	..	.....	..	.....	.	...		150,000	00
Cresson, Clearfield and New York Short Route,	..								1,700,000	00
Cumberland Valley,	1,887,465	00	1,902,406	47	1,917,968	92	1,971,528	96	1,991,826	30
Danville and Riverside,	4,008	23	4,008	23	4,058	23	4,108	23	4,158	23
Danville and Shamokin,	26,848	88	26,710	00	26,710	00	26,710	00	26,710	00
Delaware and Hudson,	4,977,369	54	5,012,538	09	5,193,453	17	5,189,660	12	5,200,677	18
Delaware and Western,	816,821	11	816,821	11	Merged.					..
Delaware, Lackawanna and Western,	24,540,564	33	25,396,719	14	25,789,872	33	26,753,197	45	26,670,963	40
Delaware River and Lancaster,	18,535	00	22,803	00	18,505	00	23,073	00	23,073	00
Dillsburg and Mechanicsburg,	166,171	85	183,021	21	181,021	21			181,121	21
Dunkirk, Allegheny Valley and Pittsburgh,	5,019,544	04	4,818,844	04	4,819,157	43	4,820,649	33	4,820,875	07
East Brandywine and Waynesburg,	537,464	57	535,105	27	535,105	27	535,105	27	535,105	27
East Broad Top,	1,077,922	07	1,094,924	59	1,094,792	53	1,094,536	33	1,101,108	92
East Mahanoy,	392,550	00	392,550	00	392,550	00	392,550	00	479,743	44
East Pennsylvania,	1,884,683	79	1,884,683	79	1,884,683	79	1,884,683	79	1,890,050	08
Ebensburg and Cresson,	122,000	00	122,000	00	..		122,000	00	122,000	00
Edgewood,	30,172	36	48,172	36	30,172	36	30,172	36	30,172	36
Elmira and Williamsport,	2,620,000	00	2,570,000	00	2,570,000	00	2,570,000	00	2,570,000	00
Emlenton, Shippenville and Clarion,	387,394	88	.	..		.				
Erie and Pittsburgh,	5,076,662	44	5,076,662	44	5,076,662	44	5,076,562	44	5,076,662	44
Erie and Wyoming Valley,	...				.....	..	50,000	00	4,112,589	57
Evergreen,	...		35,724	98	35,724	98	26,582	98	26,582	98
Fayette County,	130,000	00	.....		130,000	00	130,000	00	130,000	00
Fort Pitt Incline Plane,	...		.....		..		93,601	00	95,300	31
Foxburg, St. Petersburg and Clarion,	164,760	08	...	..	.....		..			
Gettysburg and Harrisburg,	...		..				..	..	567,488	91
Greenlick Narrow Gauge,	33,377	05	35,484	60	35,484	60	35,484	60	37,002	77
Hanover Junction, Hanover and Gettysburg,	514,897	00	533,156	36	546,566	00	564,583	00	582,034	09

Harrisburg and Potomac,	856,131	72	959,674	98	1,109,616	97	1,108,746	20	1,107,689	31
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550	00	1,882,550	00	1,882,550	00	1,882,550	00	1,882,550	00
Huntingdon and Broad Top Mountain,	4,412,163	23	5,541,032	13	5,573,052	41	5,592,401	48	5,609,086	69
Ironton,	268,000	00	268,000	00	268,000	00	268,000	00	268,000	00
Jamestown and Franklin,	2,533,551	73	2,533,555	48	2,538,473	00	2,538,473	84	2,538,458	84
Jefferson,	4,396,050	00	4,396,050	00	4,396,050	00	4,396,050	00	4,396,050	00
Jersey Shore, Pine Creek and Buffalo,	842,106	50	2,972,887	14	4,095,627	83	(Pine Creek.)			
Junction,	1,062,000	50	1,062,000	50	1,062,000	00	1,062,000	50	1,062,000	50
Karns City and Butler,	222,051	63								
Kendall and Eldred,	180,635	25	180,635	28	180,635	28				
Kensington and Tacony,							414	47	422	67
Kinzua,			168,305	40	168,305	40				
Lake Shore and Michigan Southern,	80,265,000	00	83,669,000	00	84,000,000	00	84,000,000	00	84,000,000	00
Lawrence,	807,495	84	808,495	84	820,368	30	830,183	95	830,183	95
Lehigh and Lackawanna,	976,147	66	976,147	66	976,146	66	976,211	66	976,211	66
Lehigh and Susquehanna,	14,002,005	11	14,001,634	56	14,305,698	70	14,349,413	73	14,358,412	51
Lehigh Valley,	33,424,541	74	34,224,872	67	34,773,276	68	36,826,554	67	36,864,720	50
Lewisburg and Tyrone,	1,424,352	74	1,445,477	73	1,447,614	35	1,558,275	69	1,562,113	29
Ligonier Val ey,	71,006	86	79,125	38	129,921	23	205,918	81	207,427	93
Little Saw-Mill Run,	184,872	73	206,620	64	234,832	41	342,781	79	356,299	75
Littlestown,	115,616	00	115,616	00	115,616	00	115,616	00	115,616	00
Little Schuylkill Navigation,	1,416,187	80	1,416,187	80	1,416,187	00	1,416,187	00	1,416,187	00
Lock Haven and Clearfield,	7,751	15	7,768	25	7,785	95				
Loyalsock,									36,487	24
Lykens Valley,	295,767	24	595,767	24	595,767	24	595,767	24	595,767	24
Martin's Creek,									21,562	36
McKean and Buffalo,	839,178	84	839,178	84	839,178	84				
Meadville and Linesville,			26,935	00			349,837	51		
Mifflin and Centre County,	269,551	74	269,551	74	269,551	74	365,789	39	365,789	39
Mill Creek and Mine Hill Navigation,	323,045	00	323,045	00			323,045	00	323,045	00
Mine Hill and Schuylkill Haven,							3,977,808	41	4,037,236	19
Monongahela Incline Plane,	94,170	10	105,159	44	216,913	11	242,895	86	250,000	00
Mont Alto,	327,449	19	333,139	64	366,941	70	366,941	70	342,134	25
Moshannon and Clearfield,	19,620	50	36,093	84	94,612	57				
Montrose,	379,218	01	382,449	31	373,449	31	374,049	31	374,049	31
Montour,							298,800	00	298,800	00
Mount Carbon and Port Carbon,	282,815	45	282,815	45	282,815	45	282,815	45	282,815	45
Mount Oliver Incline,	82,215	53	87,715	53	87,715	53	87,715	53	88,035	53
Mount Pleasant and Broad Ford,	201,616	69	201,669	69	201,669	69	201,669	69	201,669	69
Nesquehoning Valley,	1,400,915	43	1,401,045	32	1,401,045	00	1,402,247	45	1,405,904	47
New Brighton and New Castle,							570,399	04	779,606	03
New Castle and Beaver Valley,	857,632	96	865,413	29	866,001	59	873,164	49	876,342	18
New Castle and Oil City,	1,300,719	66								

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Newry,	$23,573	71	$25,336	92	$25,408	44	$25,408	44	$25,408	44
New York, Chicago and St. Louis,			66,806,198	45	70,504,635	93	70,844,931	85	70,892,414	07
New York, Lake Erie and Western,	7,213,614	12	8,818,860	71					12,722,610	64
New York, Lake Erie and Western Coal,			1,524,280	84	1,873,600	02	1,961,947	67	1,965,668	23
New York, Pennsylvania and Ohio,	131,775,729	78	135,592,198	78	137,875,368	64	140,337,200	97	143,383,501	94
New York, Pittsburgh and Chicago,							712,873	62		
New York, Ridgway and Pittsburgh,	27,000	00					45,174	71	47,000	00
New York, Susquehanna and Western,							26,300,608	75	26,393,494	01
North and West Branch,			3,000,000	00	3,017,580	09	3,075,840	45	3,078,784	45
North-East Pennsylvania,	292,056	26	292,056	26	306,004	37	306,041	96	306,041	96
Northern Central.	17,520,820	23	18,029,911	64	17,019,164	98	18,060,864	53	18,065,418	33
North Pennsylvania,	10,161,461	45	10,270,233	45	11,425,519	98	11,424,760	60	11,538,634	94
Ohio and Baltimore Short Line,									1,421,411	74
Oil City,			4,077,573	21						
Oil City and Ridgway,	71,427	43	58,049	81	58,049	81	71,427	23	71,427	43
Olean, Bradford and Warren,	141,452	40	141,452	40	141,452	40				
Parker and Karns City,	309,119	35								
Peach Bottom.	74,240	00								
Penn Gas Coal Company's Youghiogheny,							376,387	24	376,387	24
Pennsylvania,	56,372,241	48	59,804,269	87	61,828,589	48	62,615,204	39	62,731,270	67
Pennsylvania and Martin's Creek,							6,510	69		
Pennsylvania and New York.							7,827,806	72	7,730,377	94
Pennsylvania Schuylkill Valley,					3,769,991	08	7,560,181	35	9,778,091	59
Pennsylvania Coal.	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Pennsylvania, Slatington and New England,							2,833,100	00		
Pennsylvania and Western,									200,000	00
People's,	119,982	41	123,869	63	118,406	63	118,406	63	118,406	63
Perkiomen.	2,041,008	51	2,055,407	77	2,081,090	61	2,082,818	24	2,084,705	68
Philadelphia and Baltimore Central,	2,106,826	95	4,210,995	38	2,204,153	98	4,206,262	62	4,210,462	62
Philadelphia and Chester County,	576,056	01	711,084	51	761,192	84				
Philadelphia and Erie,	26,186,163	35	26,186,163	35	26,186,163	83	26,185,363	35	26,186,163	35
Philadelphia and Merion,	7,771	81								
Philadelphia and Reading,	47,556,875	41	47,556,875	41	50,689,829	56	50,689,829	56	50,689,829	56
Philadelphia and Trenton,	1,803,235	50	2,075,197	25	2,390,608	65	2,510,412	55	2,510,412	55
Philadelphia, Germantown and Chestnut Hill,							2,000,000	00	2,000,000	00
Philadelphia, Germantown and Norristown,	1,507,066	84	1,139,078	84						
Philadelphia Midland,									500,000	00

Philadelphia, Newtown and New York,					1,900,000	00	1,900,000	00	1,900,000	00
Philadelphia, Wilmington and Baltimore,	13,033,044	53	13,852,651	92	13,745,256	22	14,148,962	92	13,745,256	25
Pickering Valley,	477,205	97	479,766	47	489,292	47	480,726	08	480,837	82
Pine Creek,							4,616,016	35	4,634,009	14
Pittsburgh and Castle Shannon,	196,635	00	204,927	50	216,427	50	216,427	50	216,427	50
Pittsburgh and Connellsville,	12,489,369	47	12,945,743	92	13,454,114	93	14,212,683	64	15,841,653	42
Pittsburgh and Lake Erie,	5,287,498	42	5,588,369	83			5,984,242	52	6,028,945	17
Pittsburgh and Western,	6,000,000	00	10,023,643	01	14,106,520	25	14,897,826	88	15,041,641	16
Pittsburgh, Bradford and Buffalo,	1,274,760	00	1,630,364	18						
Pittsburgh, Buffalo and Rochester,			130,424	29	130,424	29				
Pittsburgh, Chartiers and Youghiogheny,							961,487	42	998,830	13
Pittsburgh, Cincinnati and St. Louis,	19,979,032	46	19,995,963	34	20,735,953	86	20,799,363	68	20,871,846	18
Pittsburgh East End,							17,907	34	17,907	34
Pittsburgh, Fort Wayne and Chicago,	39,989,406	86	40,688,506	86	40,688,421	15	39,688,421	15	42,065,221	15
Pittsburgh Junction,							2,054,670	51	2,333,102	19
Pittsburgh, McKeesport and Youghiogheny,							5,607,813	48	5,797,230	32
Pittsburgh Southern,	590,022	03	1,017,409	24	1,721,217	57				
Pittsburgh and State Line,									1,200,000	00
Pittsburgh, Virginia and Charleston,	2,280,830	07	4,246,598	66	4,415,598	57				
Plymouth,	286,545	19	286,545	19						
Point Breeze,	5,938	29	5,938	29						
Pomeroy and Newark,			500,854	50	502,056	25	502,056	25	502,056	25
Pomeroy and State Line,	500,000	00								
Pottsville and Mahanoy,							129,547	35	613,885	63
Reading and Columbia,	2,357,295	92	2,367,161	44	2,371,926	46	2,429,526	12	2,438,722	57
Reading and Pottsville,							36,550	06		
Rew City and Eldred,			111,349	50	112,726	65	112,726	65	113,030	40
Ridgway and Clearfield,					614,498	25	880,592	73	980,985	91
River Front,	361,533	17	505,093	06	512,047	10	512,047	10	518,729	73
Rochester and Pittsburgh,			7,596,585	27	23,029,367	10	24,420,469	81	25,231,281	59
Salisbury,	235,663	49	237,108	55	243,036	13	243,036	13	243,108	00
Schuylkill Valley Navigation,	576,840	96	576,840	96			576,840	94	576,840	94
Shamokin, Sunbury and Lewisburg,					2,489,108	48	2,616,559	48	2,637,758	53
Shamokin Valley and Pottsville,	4,083,750	00	1,208,050	00	2,875,700	00	2,875,700	00	2,875,700	00
Sharon,	493,339	26	524,463	68	525,082	54	528,969	59	567,879	48
Sharpsville,			395,340	92	420,776	58	420,206	48	419,659	32
Sheffield and Spring Creek,							24,566	88		
Shenango and Allegheny,	1,262,911	17	1,136,829	06			1,843,102	74	1,845,872	69
Sinnemahoning Valley,									61,100	00
Sinnemahoning and Sheffield,							15,000	00	15,000	00
Slate Ridge and Delta,	2,700	00	2,700	00	2,700	00				
Slate Run,									35,000	00
Somerset and Cambria,	1,093,166	16	1,111,120	94	1,302,403	94			1,317,194	82

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Somerset County,									$72,143	06
South Mountain,	$388,480	63	$388,480	63	$388,480	63	$388,480	63	390,764	41
Southern Pennsylvania,	974,065	86	974,065	86	625,000	00	625,000	00	625,000	00
South-West Pennsylvania,	1,763,061	33	1,894,269	49	1,753,416	53	1,532,591	17	1,567,040	35
State Line,									85,672	65
Stewartstown,									72,900	00
Stony Creek,	501,956	83	503,890	80	543,707	54	544,204	88	551,823	75
Sunbury and Lewistown,	164,000	00								
Sunbury, Hazleton and Wilkes-Barre,	3,300,000	00	3,300,000	00	3,300,000	00	3,535,109	96	3,535,109	96
Susquehanna and Clearfield,	3,041	00	67,627	68	409,836	70	560,467	36	570,247	44
Susquehanna and Delaware River,	40,000	00	42,000	00	79,450	00	89,000	00		
Tioga,	2,092,220	18	2,092,656	38	2,039,906	90	2,022,602	51	1,469,281	68
Tipton,									23,621	54
Tionesta Valley,							190,000	00	206,740	11
Tresckow,	231,948	71	232,623	93	232,623	93	232,897	51	233,377	19
Tyrone and Clearfield,	1,000,000	00	1,000,000	00	1,199,329	61	1,595,828	58	1,640,373	53
Warren and Farnesworth Valley,			134,405	91	168,349	48	168,349	48	168,349	48
Waynesburg and Washington,	179,106	53	186,527	43	191,925	18	195,805	36	197,994	84
West Chester,	230,997	29							276,389	50
West Chester and Philadelphia,	2,220,978	78								
West Chester and Phœnixville,	11,628	78	12,318	02	13,056	50	13,839	89	14,670	28
Western Maryland,	4,720,181	48	4,933,350	04	4,803,049	78	4,984,165	10	5,023,201	89
West Penn and Shenango Connecting,							976,794	71	982,213	44
Western Pennsylvania,	4,049,309	09	4,745,315	98	5,408,835	67	5,330,091	07	5,340,769	36
Wheeling, Pittsburgh and Baltimore,	462,820	00	462,820	00	846,485	74			829,631	30
Williamsport and North Branch,			307,800	00						
Wilmington and Northern,	1,475,696	46	1,589,800	91	1,709,414	77	1,780,786	13	1,819,176	54
Wind Gap and Delaware,	16,041	27			59,280	13	60,395	73	65,697	32
York and Peach Bottom,					501,205	64	517,735	64	570,240	69
Youghiogheny and Elizabeth,							5,000	00		
Youghiogheny Northern,					400,000	00	400,000	00	400,000	00
Total,	$743,948,601	14	$849,552,267	96	$899,680,123	58	$975,313,784	35	$1,015,333,515	16

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
Allegheny Valley	992.556	1,080,211	1,076,949	1 019,190	951,839
Baltimore and Cumberland Valley	22,510	46,415	62,205	...	...
Baltimore and Cumberland Valley Extension	...	56,223	72,957	134 603	100,241
Baltimore and Philadelphia	...	...	44,730	59 686	60,185
Bangor and Portland	4.500	19 240	...	...	...
Barclay	16,547	15,463	15,183	18,030	15,177
Bell's Gap	26,841	41,752	40,667	45,739	48,514
Berlin	4.045	5,794	...	...	...
Berlin Branch	4,319	4,544	4,019	4,877	5,403
Bradford, Bordell and Kinzua	109,324	90 603	...	...	51,848
Bradford Eldred and Cuba	...	94,067		...	58,820
Buffalo, New York and Philadelphia	322,197	1,043 613	1,162,363	1,173,439	1,168 672
Buffalo, Pittsburgh and Western	371,254	450,201	...	...	...
Catasauqua and Fogelsville	10,461	13,278	18,547	14.082	11,097
Chartiers	163,116	190,563	206,569	237,843	208.105
Cleveland and Pittsburgh	906,308	1,066,759	1,169,130	1,125,379	1,023,264
Colebrook Valley	...	...	...	68,174	...
Corning, Cowanesque and Antrim	76,679	101,852	...	175,621	148,530
Cornwall	...	...	61,212	66.362	95,706
Cornwall and Mt. Hope	...	...	...	60,923	86,551
Coudersport and Port Allegany	...	...	...	...	19,440
Cumberland Valley	452,932	501,943	548,712	689,218	582,798
Delaware and Hudson	198,147	239,107	272,339	302,627	266,007
Delaware and Western	42,779	48,267	...	...	...
Delaware, Lackawanna and Western	742,124	846,952	939,404	1,136,666	1,051 018
Dunkirk, Allegheny Valley and Pittsburgh	132,166	157,438	132,274	133 610	127,895
East Broad Top	33,950	40,151	36,973	38,673	42 226
Elmira and Williamsport	182,027	212,550	222 984	221,635	197,692
Emlenton, Shippenville and Clarion	5,414	...	...	...	...
Erie and Pittsburgh	164,247	195,987	221,262	202,583	192,767
Erie and Wyoming Valley	...	...	...	...	10,907
Evergreen	44,957	46,450	...	...	...
Fort Pitt Incline Plane	...	...	...	435,219	223,349
Foxburg, St. Petersburg and Clarion	6,164	...	...	...	...

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
Frankford and Holmesburg,	.....	.....	.....	108,995	133,676
Gettysburg and Harrisburg,	.....	.....	.....	118,802	63,372
Greenlick Narrow Gauge,	976	662	.....	.....	.....
Hanover Junction, Hanover and Gettysburg,	48,240	57,733	55,506	57.176	61,623
Harrisburg and Potomac,	9.545	12,821	17,311	22,603	19,055
Huntingdon and Broad Top Mountain,	77,541	87,268	95,723	92,416	83,919
Junction,	341,511	2,646,589	.....	.....	.....
Kendall and Eldred,	246,122	.....	.....	.....	.....
Lake Shore and Michigan Southern,	3,669,412	3 996,320	3,879,490	3,645 350	3,464,098
Lawrence,	40.756	53,183	63,361	58.474	45,272
Lehigh and Lackawanna,	33,900	45,490	.....	76 970	68,490
Lehigh and Susquehanna,	600,746	609,251	.....	.....	.....
Lehigh Valley,	1,465,387	1,786,854	.....	2,259,066	.....
Ligonier Valley,	.....	34,692	40,964	38,908	47,057
Little Saw-Mill Run,	.....	7,092	14,436	16,423	18.370
Lykens Valley,	25,178	28,298	27,538	32,777	35,511
McKean and Buffalo,	36,039	.....	.....	.....	.....
Meadville and Linesville,	5,332	49,252	61 943	26,775	36,082
Monongahela Incline Plane,	659,057	731,978	793,845	831,383	729,865
Mont Alto,	70,023	72.223	66,537	66,492	51,196
Montrose,	13,458	14,922	14,974	14,450	19,636
Mount Oliver Incline,	383,260	522,475	684,416	748,854	751,879
Muncy Creek,	13,315	.....	.....	.....	.....
New Brighton and New Castle,	.....	.....	.....	25,672	118,986
New Castle and Beaver Valley,	129,190	149,133	159,681	138,648	116,919
New Castle and Oil City,	48,841	.....	.....	.....	.....
New York, Chicago and St. Louis,	.....	.....	.....	475,274	436,378
New York, Lake Erie and Western,	6,144,158	6,784,195	6,934,724	5,385,669	5,899.757
New York, Lake Erie and Western Coal,	.....	394	23,323	19,172	19.978
New York, Pennsylvania and Ohio,	1,417,526	1.606,463	805,839	1,348,376	1,309,297
New York, Ridgway and Pittsburgh,	.....	47,870	423,007	.....	.....
New York, Susquehanna and Western,	.....	.....	.....	.....	790.559
North-East Pennsylvania,	76,471	82,493	93,489	106 968	118,105
Northern Central,	1,794,368	1,882,473	2,103,708	1,383,741	2,481,354
Oil City and Chicago,	.....	62,745	.....	.....	.....

Olean, Bradford and Warren,	156,277	.....	.....	.....	.....
Peach Bottom,	45,654	.....	.....	.....	.....
Pennsylvania	9,077,714	10.372,894	10,697,474	11,429,776	12,841,459
Pennsylvania and New York,	212,018	240,336	269,655	.....	.....
Pennsylvania Coal,	16,625	20 507	25,157	24,469	16,362
Penn Gas Coal Company's Youghiogheny,	.....	.....	.....	.....	16,087
Perkiomen,	128,252	142,755	146,099	159,726	165,577
Philadelphia and Baltimore Central,	223,378	.....	.....	.....	.....
Philadelphia and Erie,	775,549	1,047,954	1,045,054	1,070,305	1,010,150
Philadelphia and Reading,	10,561,853	12,027,470	18,195,264	24 011,768	23,531 057
Philadelphia and Trenton,	2,300,856	2,944,881	3,187,783	3 983,556	5,120,018
Philadelphia, Germantown and Chestnut Hill,	.....	.....	.....	554,839	1,439 238
Philadelphia, Newtown and New York,	187,456	230,128	252,242	310,136	305,663
Philadelphia, Wilmington and Baltimore,	3,001,928	4,544,053	4,612,243	5,270,500	5,736 215
Pine Creek,	.....	.....	.....	94,517	85,059
Pittsburgh, Bradford and Buffalo,	37,386	59,774	.....	.....	.....
Pittsburgh and Castle Shannon,	212,524	224,468	251,712	264,672	247,698
Pittsburgh, Chartiers and Youghiogheny,	.....	.....	.....	36,250	81,288
Pittsburgh, Cincinnati and St. Louis,	1,003,591	1,152,140	1,224,775	1,309,108	1,260,770
Pittsburgh and Connellsville,	1,321,192	1,529,558	.....	.....	.....
Pittsburgh, Fort Wayne and Chicago,	2,837,544	3,093,204	3,126,544	3 278,188	3,219 197
Pittsburgh Junction,	.....	.....	.....	.....	258
Pittsburgh and Lake Erie,	440,414	509,578	554,534	518,843	508,652
Pittsburgh, McKeesport and Youghiogheny,	.....	.....	.....	191,018	209,518
Pittsburgh and Western,	.....	229,430	.....	.....	.....
Reading and Columbia,	244,749	279,709	310,363	346,600	.....
Rochester and Pittsburgh,	.....	185,160	.....	.....	.....
Salisbury,	11,433	.....	.....	.....	.....
Shamokin Valley and Pottsville,	120,948	131,127	137,976	139,755	154,742
Shenango and Allegheny,	37,249	57,821	.....	92,401	90,973
Slate Ridge and Delta,	.....	.....	.....	5,502	.....
Somerset and Cambria,	44,392	109,264	.....	.....	.....
South Mountain,	57,678	59,534	49,790	104,226	66,409
Stony Creek,	57,143	71,011	86,499	105,987	107,542
Tioga	120,949	152,965	160,891	146,731	.....
Tionesta Valley,	.....	.....	.....	11,711	135,700
Warren and Farnesworth Valley,	.....	25,412	19,171	12,006	5,273
Waynesburg and Washington,	33,039	31,923	33,142	33,348	32,516
West Chester and Philadelphia,	966,046	.....	.....	.....	.....
Western Maryland,	475,580	545,621	619,845	671,950	634,482
West Penn and Shenango Connecting,	.....	.....	.....	33 880	49,929
Wheeling, Pittsburgh and Baltimore,	58,416	56,746	.....	.....	.....

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
Williamsport and North Branch,	.....	5,615	..	. .	45,810
Wilmington and Northern,	154,730	191,058	240,580	267,650	254,010
York and Peach Bottom,			61,855	58,119	60,412
Total,	57 270,037	68,255,033	67,976,255	*79,981,050	80,885,589

* As printed in the report for 1884, the total of this column was 78,632,674, but it has been found that the number of passengers carried by the New York Pennsylvania and Ohio Company in that year (1,348,376) was omitted. The omission has been supplied in this table and the total correspondingly increased.

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
Addison and Northern Pennsylvania,	...	...	12,616	59,482	81,064
Allegheny Valley,	3,061,735	3,543,309	3,583,014	3,590,007	2,407,866
Bachman Valley,	...	...	58,312	46,219	...
Baltimore and Cumberland Valley,	19,194	22,367	28,801	...	...
Baltimore and Cumberland Valley Extension,	...	8,784	17,679	48,890	44,377
Baltimore and Philadelphia,	67,335	38,888	58,637	87,463	58,063
Bangor and Portland,	40,879	52,982	56,900	61,816	62,805
Barclay,	537,155	484,039	389,481	338,668	278,527
Beech Creek, Clearfield and South-Western,	...	...	...	240,736	818,530
Bell's Gap,	107,538	196,151	163,014	215,091	225,247
Berlin,	...	64,031	31,261	16,306	17,960
Berlin Branch.	8,375	7,740	8,483	8,182	9,142
Bradford, Bordell and Kinzua,	38,005	25,011	26,522	16,170	23,924
Bradford, Eldred and Cuba,	...	58,382	37,882	35,449	11,058
Buffalo, Pittsburgh and Western,	747,824	953,494	...	...	...
Buffalo, New York and Philadelphia,	1,266,739	1,549,058	2,627,959	2,376,534	1,445,541
Catasauqua and Fogelsville,	439,729	426,297	370,184	234,966	231,268
Chartiers	289,361	293,829	426,473	543,770	468,237
Cleveland and Pittsburgh,	2,481,592	2,538,759	2,635,634	2,413,456	2,420,867
Colebrook Valley,	...	...	...	195,954	256,699
Corning, Cowanesque and Antrim,	827,503	849,379	1,218,217	1,797,496	2,062,852
Cornwall,	519,838	647,200	720,832	738,363	701,075
Cornwall and Lebanon,	...	...	...	271,946	374,876
Cornwall and Mount Hope,	...	...	...	...	48,624
Coudersport and Port Allegany,	...	...	...	...	23,000
Cumberland Valley,	550,811	613,425	711,814	645,168	609,819
Delaware and Hudson,	3,372,952	3,569,231	3,842,393	3,804,628	3,904,923
Delaware, Lackawanna and Western,	6,520,037	6,901,912	7,036,692	7,366,036	7,197,393
Dillsburg and Mechanicsburg,	...	...	97,771	71,745	60,759
Dunkirk, Allegheny Valley and Pittsburgh,	245,063	282,915	280,344	243,552	245,342
East Broad Top,	209,818	255,196	162,827	151,803	171,744
Edgewood,	85,650	74,721	85,952	...	59,080
Elmira and Williamsport,	1,656,418	1,752,082	1,737,571	1,500,466	1,848,878
Emlenton, Shippenville and Clarion,	5,372	...	...	...	...
Erie and Pittsburgh,	872,708	819,761	910,454	732,271	715,439
Erie and Wyoming Valley,	...	...	...	...	658,414
Evergreen,	...	810	...	...	...

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
Foxburg, St. Petersburg and Clarion,	5,428	.....	.....	.....	.....
Fort Pitt Incline Plane,	.....	.....	.....	.....	7,057
Frankford and Holmesburg,	.....	.....	.....	12,113	15,839
Gettysburg and Harrisburg,	.....	.....	.....	14,159	20,142
Greenlick Narrow Gauge,	14,208	16,671	15,132	13,480	8,722
Hanover Junction, Hanover and Gettysburg,	93,460	110,050	103,046	77,082	79,688
Harrisburg and Potomac,	41,306	43,286	71,509	47,430	41,760
Huntingdon and Broad Top Mountain,	683,423	632,112	892,267	795,805	901,301
Ironton,	136,637	133,824	124,286	78,786	108,257
Jersey Shore, Pine Creek and Buffalo,	.....	.....	347,738	Pine Creek.	.....
Kendall and Eldred,	43,832	.....	.....	.....	.....
Keystone Coal,	.....	.....	49,251	9,057	9,463
Lake Shore and Michigan Southern,	9,164,508	9,195,538	8,478,605	7,365,688	8,023,093
Lawrence,	783,915	986,311	1,254,401	1,133,361	1,097,642
Lehigh and Lackawanna,	54,627	81,958	64,054	81,225	60,320
Lehigh and Susquehanna,	4,461,360	5,381,362	.....	.....	.....
Lehigh Valley,	9,972,773	10,772,436	10,499,243	9,396,875	9,428,191
Ligonier Valley,	.....	22,196	25,332	17,196	33,317
Little Saw-Mill Run,	418,313	228,713	283,507	228,308	278,212
Lykens Valley,	480,825	550,622	583,621	623,506	577,472
Meadville and Linesville,	2,543	19,324	14,564	25,700	29,021
McKean and Buffalo,	140,155	.....	.....	.....	.....
Mont Alto,	40,213	46,620	42,775	42,211	21,470
Montrose,	12,961	16,288	15,772	15,747	14,446
Montour,	.....	.....	.....	127,163	148,048
Mount Pleasant and Broad Ford,	.....	.....	.....	507,465	310,167
Muncy Creek,	20,922	.....	.....	.....	.....
New Brighton and New Castle,	.....	.....	.....	251,074	824,603
New Castle and Butler,	.....	.....	.....	48,358	.....
New Castle and Beaver Valley,	1,325,217	1,514,863	1,849,916	1,569,353	1,568,468
New Castle and Oil City,	196,190	.....	.....	.....	.....
New Castle Railroad and Mining,	.....	17,165	18,288	10,632	8,616
New York, Chicago and St. Louis,	.....	45,758	981,832	1,762,778	1,984,364
New York, Pennsylvania and Ohio,	4,887,909	5,409,774	2,970,176	5,147,660	4,706,481
New York, Lake Erie and Western,	.....	11,895,238	13,610,623	11,071,938	10,253,489
New York, Lake Erie and Western Coal,	.....	.....	352,226	298,619	552,863
New York, Susquehanna and Western,	.....	.....	.....	.....	849,310

Northern Central,	4,870,274	5,172,662	5,413 849	5,710,283	6,486,859
North-East Pennsylvania,	22,114	22,114	21,937	21,124	23,830
Oil City and Ridgway,	3,893	8,777	12,678	...	...
Olean, Bradford and Warren,	22,689	...	...	...	...
Peach Bottom,	23,022	...	...	...	...
Pennsylvania,	18,229,365	20,360,399	21,674,160	22,583,825	24,047,028
Pennsylvania Coal,	1,613,416	1,631,698	1,668,474	1,435,338	1,048,342
Pennsylvania and New York,	2,718,156	2,657,375	2,703,399	2,659,826	2,733,497
Penn Gas Company's Youghiogheny,	...	...	...	128,364	102,000
Perkiomen,	685,390	630,399	632,499	445,436	469,155
Philadelphia and Baltimore Central,	159,097	...	...	...	...
Philadelphia and Erie,	5,277,056	5,579,353	5,154,935	4,904,011	5,625,385
Philadelphia, Newtown and New York,	15,512	27,658	30,670	31,341	36,312
Philadelphia and Reading,	16,841,807	18,054,351	22,938,311	24,357,931	24,624,240
Philadelphia and Trenton,	4,421,937	5,035,900	5,533,076	5,639,431	6,266,482
Philadelphia, Wilmington and Baltimore,	1,346,957	1,703,215	2,024,227	2,001,543	1,961,198
Philadelphia, Germantown and Chestnut Hill,	...	...	...	19,049	33,147
Pine Creek,	...	...	...	1,206,535	1,986,229
Pittsburgh, Bradford and Buffalo,	13,874	44,571	...	...	...
Pittsburgh and Castle Shannon,	134,577	132,984	122,747	111,703	65,310
Pittsburgh, Chartiers and Youghiogheny,	...	...	...	206,627	318,341
Pittsburgh, Cincinnati and St. Louis,	3,261,663	3,131,574	3,444,553	3,640,461	4,064,134
Pittsburgh and Connellsville,	4,856,306	3,530,541	3,336,918	2,942,851	2,983,846
Pittsburgh, Fort Wayne and Chicago,	4,775,320	4,851,022	5,061,540	4,710,683	4,775,551
Pittsburgh and Lake Erie,	1,415,561	1,697,202	2,126,473	1,971,674	2,284,504
Pittsburgh, McKeesport and Youghiogheny,	...	...	...	1,028,865	1,485,715
Pittsburgh Southern,	31,706	34,561	37,171	412,354	...
Pittsburgh and Western,	...	106,986	316,725	592,865	...
Reading and Columbia,	445,069	578,084	612,657	495,709	968,132
Rochester and Pittsburgh,	...	179,883	327,965	768,996	992,519
Salisbury,	123,224	...	209,479	217,325	154,492
Shamokin Valley and Pottsville,	1,602,327	1,677,738	1,763,387	1,560,757	1,604,280
Sharpsville,	...	158,250	132,949	100,478	67,140
Shenango and Allegheny,	242,930	320,157	...	397,671	333,270
Slate Ridge and Delta,	...	...	...	2,994	1,937
Somerset County,	...	...	...	...	3,151
Somerset and Cambria,	...	109,490	154,443	201,998	235,081
South Mountain,	54,705	59,585	53,590	47,901	49,552
Southern Pennsylvania,	...	...	...	36,433	25,481
State Line,	...	...	...	...	35,740
State Line and Sullivan,	...	73,412	...	30,290	...
Stewartstown,	...	...	...	...	4,373
Stony Creek,	126,180	115,370	194,839	241,082	265,466

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
Tioga,	906,349	961,344	1,029,397	886,817	. . . . .
Tionesta Valley,	. . . . .	. . . . .	. . . .	51,616	41,239
Warren and Farnesworth Valley,	. . .	3,813	10,342	9,220	6,381
Waynesburg and Washington,	12,868	13,913	16,129	13,657	10,840
West Chester and Philadelphia,	165,674	. . . . .	. .	. . . .	. . . .
Western Maryland,	182,065	223,569	303,071	305,806	280,252
West Penn and Shenango Connecting,	. . . .	. . . .	. . . .	19,195	20,965
Wheeling, Pittsburgh and Baltimore,	28,469	33,193	66,143	398,096	580,541
Wilmington and Northern,	492,891	554,010	564,534	554,016	535,554
Williamsport and North Branch,	. . . . .	. . .	29,050	40,295	44,085
York and Peach Bottom,	. . . . .	8,505	34,085	35,521	31,179
Total,	132,410,302	150,040,190	162,854,308	*161,803,492	†167,217,949

* An increase of 5,147,660 over the total given in the report for 1884, caused by the omission of the tonnage of the New York, Pennsylvania and Ohio railroad from that report and its insertion in this. † Owing to the accidental omission of the tonnage of several roads from Table I and its insertion in this Comparative Statement, this total exceeds that of Table I by 6,215,748.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY	1881.		1882.		1883.		1884.		1885.	
Addison and Northern Pennsylvania,	.			.	$45,703	00	$65,631	49	$72,353	14
Allegheny Valley,	$2,112 580	47	$2,331 369	18	2,307,369	18	2,135,512	46	1,814,266	21
Allentown,	. . .				*3,831	83	2,612	36	2,453	23
Bachman Valley,	14 189	65	17,284	46	16,859	63	14,460	15	14 910	37
Baltimore and Cumberland Valley,	9 413	23	8,749	17	9,599	52	. . .		. . .	.
Baltimore and Cumberland Valley Extension,	. . . . .	. .	19,736	70	27,197	78	40,009	26	31 866	31
Baltimore and Ohio Short Line,	. . .	.	. . .	. .	. .	. .	. . .		†111,308	84
Baltimore and Philadelphia,	26,480	68	38,269	31	40,705	11	55,738	46	47,949	20
Bangor and Portland,	. . .		. .		53,279	62	61 954	50	63,649	17
Barclay,	93,856	71	86,513	30	86,835	47	79,184	93	66,845	86
Beech Creek, Clearfield and South-Western,	. . .		. . . . .	. .	. . .		84 536	87	350,981	19
Bell's Gap,	86 972	27	128,210	15	150,335	27	133 943	72	145,430	93
Berlin,	7,230	19	13,671	53	7,431	66	7,044	35	6,158	88
Berlin Branch,	4 612	53	4 543	08	4,363	81	4,461	19	4,838	04
Bradford, Bordell and Kinzua,	160,773	53	95,885	28	82,220	94	69 933	18	69,462	17
Bradford, Eldred and Cuba,	. .		118,274	56	91,527	88	91 324	30	42 855	68
Buffalo, New York and Philadelphia,	1,142 214	02	1,543,164	52	2,703,128	96	2 452,014	23	2,367,937	88
Buffalo, Pittsburgh and Western,	598,968	43	. . . .	. .	.		. . .		.	
Catasauqua and Fogelsville,	147,870	83	142,103	20	123,648	77	72,665	36	75,073	95
Catawissa,	. . .		120,022	85	. .		. . .		. .	
Chartiers,	110,031	24	. .	. .	150,403	14	164,079	59	137 234	11
Cleveland and Pittsburgh,	3,108,269	69	3 067,468	88	3 89,311	32	2,599,397	66	2,586 537	49
Colebrookdale,	. . . .	.	. . .	. .	. . . . .	. .	16,395	16	. .	
Colebrook Valley,	. . . . .	. .	. . . . .	. .	. . . . .	.	66,463	91	82,919	55
Columbia and Port Deposit,	. .		. .		. .		206,147	83	.	
Corning, Cowanesque and Antrim,	532,193	86	571,537	77	718,835	30	602,569	00	615,675	58
Cornwall,	109 574	97	109,614	73	87,532	79	77,592	27	84 461	92
Cornwall and Lebanon,	. . . . .		. .		. .		44 058	16	63 525	46
Cornwall and Mt. Hope,	. .		.		.		.		15,491	55
Cumberland Valley,	622,538	47	689,305	80	871,388	93	768 331	93	699 392	80
Delaware and Hudson,	1,640,066	90	1,796,624	97	1,998,837	44	2,022,509	74	2,086 737	25
Delaware, Lackawanna and Western,	6 538 656	30	6,059,242	14	6,464,768	14	6 244,781	58	5,993 028	54
Delaware and Western,	52 348	19	48,322	31	†				. . .	
Dillsburg and Mechanicsburg,	27,323	81	. . .	.	23,601	95	27 643	10	23,646	61

* Rental from Philadelphia and Reading, lessee. † Changed to Baltimore and Philadelphia.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued,

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Dunkirk, Allegheny Valley and Pittsburgh,	$291,207	04	$335,237	27	$324.131	15	$279,917	46	$216,796	41
East Brandywine and Waynesburg,	...	...	...	...	...	...	38,803	07	...	...
East Br ad Top,	127,940	41	138,544	80	90,842	01	85,539	05	89 070	48
Elmira and Williamsport,	831,193	55	874,686	08	886,574	74	751,319	95	777,112	33
Erie and Wyoming Valley,	...	...	...	...	...	...	...	...	249,282	96
Erie and Pittsburgh,	653,151	12	603,275	38	599,310	99	480,694	80	444,809	59
Emlenton, Shippenville and Clarion,	5,269	74	...	...	...	...	...	...	...	...
Evergreen,	3.676	58	4,070	62	3.335	16	3,180	31	3,046	93
Fayette County,	9,000	00	...	...	*9,000	00	...	...	...	...
Fort Pitt Incline Plane,	...	...	...	...	...	...	10,226	07	5,669	67
Foxburg, St. Petersburg and Clarion,	6,935	26	...	...	...	...	...	...	...	...
Frankford and Holmesburg,	...	...	...	...	...	...	6,032	28	7,318	85
Gettysburg and Harrisburg,	...	...	...	...	...	...	...	...	28,455	51
Greenlick Narrow Gauge,	4,507	70	5,661	42	4,898	06	4,411	10	2 895	87
Hanover Junction, Hanover and Gettysburg,	84,324	62	91 826	86	99,048	61	95,039	46	90,698	84
Hanover and York,	...	...	...	...	80,852	37	77,416	58	72,871	86
Harrisburg and Potomac,	17,202	37	20,013	33	30 434	13	25,768	68	22,021	14
Huntingdon and Broad Top Mountain,	332,653	10	320.434	49	424,494	57	333,560	75	371,000	33
Ironton,	36 832	27	38,048	91	45,237	66	29,937	07	37.836	19
Jamestown and Franklin,	134,875	43	161,576	99	143,660	02	150,220	49	136,895	74
Jersey Shore, Pine Creek and Buffalo,	...	...	...	...	188,728	02	...	...	...	...
Junction,	165,522	57	248,729	25	239,967	73	229,274	70	230,966	99
Karns City and Butler,	8,852	38	...	...	...	...	...	...	...	...
Kendall and Eldred,	165,344	67	...	...	...	...	...	...	...	...
Lake Shore and Michigan Southern,	17,971,391	33	18 225,639	13	18,513,656	31	14,843 583	99	14,133 506	15
Lawrence,	192,069	75	226,512	19	256,673	48	204 164	58	167,724	61
Lehigh and Lackawanna,	47 440	53	53,838	94	69,172	46	69,545	73	62,075	87
Lehigh and Susquehanna,	4 232,471	32	4,295 062	03	...	...	...	...	...	...
Lehigh Valley,	10,392,126	00	11,239 312	76	10,218,149	86	10,186,351	38	9,289,261	50
Lewisburg and Tyrone,	...	...	...	...	...	...	127,161	01	...	...
Ligonier Valley,	22,575	68	23,522	19	23 942	23	21,718	22	21,354	32
Little Saw-mill Run,	105 359	71	59,057	04	65.408	09	49 917	15	60.910	13
Littlestown,	66,703	82	20 211	53	22,738	58	21 843	49	19,983	37
Little Schuylkill Navigation,	...	...	...	...	...	...	219 662	56	220 965	23
Lykens Valley,	134.492	54	150,720	38	156,640	50	153,202	51	128,868	60
McKean and Buffalo,	73,876	73	...	...	...	...	...	...	...	...
Meadville and Linesville,	3.679	86	26,838	06	27,092	89	24,853	06	28 966	21

Montour,							18,901	10	21,449	52
Mine Hill and Schuylkill Haven,					321.800	00				
Monongahela Incline Plane,	34 385	37	26,984	55	28 020	05	29,542	45		
Mont Alto,	31.133	29	43,415	66	29,119	86	28,935	29	18,954	69
Montrose,	26,293	24	29.643	20	30 689	03	28,878	59	27,778	53
Mount Oliver Incline,	17,291	55	23 212	95	27,930	00	30 224	00	27,902	50
Mount Pleasant and Broad Ford,			32,589	56	35,400	66	26,769	91	14,888	99
Muncy Creek,	13,287	61								
Nesquehoning Valley,							91,000	00	67 381	25
New Brighton and New Castle,							33 190	63	105.056	12
New Castle and Beaver Valley,	330,327	52	364,403	83	405.845	85	264,784	44	172,622	44
New Castle and Butler,							4,670	29		
New Castle and Oil City,	86.710	41								
New York, Chicago and St. Louis,			135,504	66	2,327,683	92	3,207,591	51	3,203,316	24
New York, Lake Erie and Western,			20,756,428	83	23,679,046	24	22,715,060	97	15,490.456	09
New York, Lake Erie and Western Coal,			10,133	24	154,552	15	145,567	40	198,809	88
New York, Lackawanna and Western,									100.285	15
New York and North Pennsylvania,									3.177	67
New York, Pennsylvania and Ohio,	5,550,206	27	5,634,232	26	5,549,248	39	1,994.440	20	5,065,161	41
New York, Pittsburgh and Chicago,							8.049	28		
New York Susquehanna and Western,							1 034.208	30	1,092,354	63
North-East Pennsylvania,	21.919	55	22,391	77	24,198	88	26,569	59	26,094	80
Northern Central,	5,561,109	79	3,883 688	84	4,130,824	36	3,864,236	91	3 875,351	86
North Pennsylvania,			800 698	93			846,011	46	848.157	00
Ohio and Baltimore Short Line,									5,660	31
Oil City and Chicago,			128 040	69						
Oil City and Ridgway,	7,618	21	16,924	54	21,546	40				
Olean, Bradford and Warren,	107,980	16								
Parker and Karns City,	9,266	81								
Peach Bottom,	42,467	12								
Penn Gas Coal Company's Youghiogheny,							7,760	21	5 623	61
Pennsylvania,	27 647.008	79	30 836,962	23	32.017 813	25	30.196,884	81	27,667,405	83
Pennsylvania and New York,	2 123.256	68	2,183,615	71	2,142.291	87	2,151.337	61	1,827,460	22
Pennsylvania Coal,			19 679	29	33,774	06	47.294	75	17,385	04
Pennsylvania Company,	1.811,947	10	1,076,175	67	1,244,814	37	1,117 031	14	1,273.409	00
People's,	9 795	43	11,477	35	12,370	36	12.327	67	11,217	89
Perkiomen,	364,908	61	363,676	34	355,893	07	297,906	35	285,126	29
Philadelphia and Baltimore Central,	249,122	52								
Philadelphia and Erie,	3 454,309	05	4,011,413	29	4,108 843	16	3,660.146	10	3 292 253	41
Philadelphia and Reading,	19,360,138	39	21 048,973	38	28,874.329	92	30,237,069	93	28,328,591	27

* Renta'.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Philadelphia and Trenton.	$2,368,671	33	$2,785,559	76	$3,024,842	89	$3,044,709	80	$3 094 071	54
Philadelphia, Germantown and Chestnut Hill,	.....		..		...		44 330	07	108,162	40
Philadelphia, Germantown and Norristown,	..		278,113	34	278 110	35	278,265	55	.	
Philadelphia, Newtown and New York, . . .	51,695	14	60,705	22	68 447	13	75 942	95	73 928	33
Philadelphia, Wilmington and Baltimore, . . .	3,551,880	52	5,428,091	91	5,741,672	04	5,820 323	50	5 678 588	17
Pickering Valley, . .	.....	..	.....		...	.	4,878	24	4,355	08
Pine Creek,	...	..	..		..		460 263	32	538,326	56
Pittsburgh and Castle Shannon,	236,115	65	239,256	74	206,070	83	175,258	81	106 184	69
Pittsburgh and Connellsville,	2,500,548	58	2,979,789	27	2,813,172	41	2.294 826	50	1.893 971	40
Pittsburgh and Lake Erie,	1,041,063	42	1,265,748	11	1,402.763	88	1 193 520	81	1,201,312	37
Pittsburgh and Western,	....		...		342,923	98	685 035	08	844 793	49
Pittsburgh, Bradford and Buffalo,	51,817	09	117,679	94	...		...		..	
Pittsburgh, Chartiers and Youghiogheny,	.		..		..		46 816	39	60 107	60
Pittsburgh, Cincinnati and St. Louis	4,138,986	47	4 297,449	64	4.616,619	97	4 036,702	35	4 029.825	29
Pittsburgh, Fort Wayne and Chicago,	10,749,130	76	10 960,959	43	10,954,466	57	9,190,174	52	8 223,866	10
Pittsburgh Junction,	.....		.....		.....		19,298	80	116 007	59
Pittsburgh, McKeesport and Youghiogheny,	...		....		...		591,500	75	587,723	82
Pittsburgh Southern,	53,141	90	51,238	95	68,955	89	112,125	16	...	
Pomeroy and Newark,	...		.....		..		20 584	32	.	
Reading and Columbia,	394,184	06	432 995	06	456,459	58	394,818	61	356,107	84
Rochester and Pittsburgh,	...		305 988	92	543,639	86	1,069,932	77	1,216,679	83
Salisbury,	20,180	53	50,809	26	29,979	94	31.014	99	18,856	91
Shamokin Valley and Pottsville,	497,141	76	468,618	27	500,688	41	437 826	93	422.227	59
Sharpsville,	..		49,257	92	42 075	76	32,651	50	18,973	09
Shenango and Allegheny,	140 693	29	184 439	85	.....		185,990	57	147.053	23
Sinnemahoning Valley,	....		...		....		. .		4,993	11
Slate Ridge and Delta,	...		...		...		504	08	..	..
Somerset and Cambria,	52 923	24	91,812	34	116,996	17	132 825	02	134,984	91
Somerset County,	...		...		...		...		3.882	00
South Mountain,	32,571	86	34 541	90	29 522	66	35,712	26	30.845	57
Southern Pennsylvania,	22.571	12	24 754	04	23 906	74	24,416	13	24,013	74
State Line and Sullivan,	51.531	08	58,133	58	64 411	50	20,601	64	...	
Stewartstown,	...		...		...		...		3,278	33
Stony Creek,	37.023	25	33,155	10	52,766	94	67.147	51	58,589	92
Strasburg,	..		..		..		1.150	00	.	
Tioga,	493,065	54	562,335	63	467,789	40	370,174	03	350,191	74
Tionesta Valley,	.....		.....		.....	..	31,722	12	38 436	62

Warren and Farnesworth Valley,	. . . . .	.	24,066	65	27.894	91	16 417	69	9,991	78
Waynesburg and Washington.	37,764	81	41,298	16	45,018	55	46,085	00	39,418	84
West Chester and Philadelphia,	233,884	71	. .		. .		. .		. .	
Western Maryland,	452,457	78	505,681	50	610,663	88	625,986	43	587,350	96
West Penn and Shenango Connecting,	. .		. .		. .		24 951	96	31,863	48
Wheeling, Pittsburgh and Baltimore,	53 557	09	59,280	14	72,090	75	141,896	19	156,176	50
Williamsport and North Branch,	. . .		5 376	14	17,678	69	26.778	99	41.471	48
Wilmington and Northern,	325.012	06	339,092	66	347.281	24	346.055	92	313,838	44
York and Peach Bottom,	. . . .		. . . . .		58 299	10	55,064	45	52.232	96
Total,	$145,154,107	48	$177,677,589	17	$189,263,899	27	$181,030,129	26	$168,356,057	56

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Addison and Northern Pennsylvania,	...		...		$43,261	54	$52,611	49	$58,593	21
Allegheny Valley,	$1,254,837	70	$1,345,562	31	1,380,723	97	1,323,657	98	1,120,710	57
Allentown,	...		928	86	921	01	916	26	745	63
Bachman Valley,	11,118	18	11,968	35	12,027	33	14,391	78	15,269	12
Bald Eagle Valley,	...		48,178	04	...		...		...	
Baltimore and Ohio Short Line,	...		...		...		...		83,706	23
Baltimore and Philadelphia,	...		...		30,741	24	46,903	35	42,635	79
Bangor and Portland,	9,449	90	27,078	28	62,740	92	87,488	50	63,649	17
Barclay,	80,754	76	64,536	84	63,106	27	57,981	69	50,818	74
Bedford and Bridgeport,	...		...		...		3,718	20	...	
Beech Creek, Clearfield and South-western,	...		...		...		66,297	71	184,760	62
Bell's Gap,	39,905	65	63,759	44	703,558	16	65,705	26	70,541	90
Berlin,	8,703	96	9,347	70	8,151	17	11,728	43	13,676	53
Berlin Branch,	3,567	58	3,132	76	3,366	92	1,616	80	3,590	01
Bradford, Bordell and Kinzua,	87,139	43	77,688	18	74,439	97	68,492	61	59,457	12
Bradford, Eldred and Cuba,	...		64,899	89	87,465	81	72,032	26	45,965	93
Buffalo, Pittsburgh and Western,	345,275	67	398,461	05	...		...		...	
Buffalo, New York and Philadelphia,	637,495	42	730,909	91	3,554,568	51	2,243,608	05	1,805,434	01
Catasauqua and Fogelsville,	77,651	87	64,064	51	52,803	41	43,530	04	38,911	77
Chartiers,	65,443	96	83,204	34	97,953	32	103,819	90	99,948	76
Clarion Mahoning and Pittsburgh,	...		...		15,600	00	...		...	
Cleveland and Pittsburgh,	1,704,033	65	1,723,112	31	1,856,866	91	1,840,820	44	1,533,057	43
Colebrookdale,	...		530	77	502	41	1,044	15	388	42
Colebrook Valley,	...		...		...		44,899	10	72,028	94
Columbia and Port Deposit,	...		...		...		169,141	18	...	
Connecting,	...		...		...		87,258	61	...	
Corning, Cowanesque and Antrim,	378,175	18	432,276	44	1,839,900	98	431,910	00	435,508	96
Cornwall,	36,480	16	44,317	81	105,926	69	108,911	83	89,304	44
Cornwall and Mount Hope,	...		...		...		...		17,070	28
Cornwall and Lebanon,	...		...		...		13,008	60	75,080	31
Coudersport and Port Allegany,	...		...		...		...		14,753	00
Cumberland Valley,	402,018	65	459,853	00	575,580	96	608,554	14	463,879	12
Delaware and Hudson,	829,653	01	879,670	40	1,227,163	57	1,336,035	41	960,045	14
Delaware, Lackawanna and Western,	2,693,672	62	3,173,185	46	3,917,601	80	4,367,319	92	3,382,563	52

Delaware and Western,	43,365	11	41,099	43						
Dillsburg and Mechanicsburg,	12,712	89	16,215	03	15,047	92	23,719	46	18,193	71
Dunkirk, Allegheny Valley and Pittsburgh,	285,905	87	291,227	34	316,427	10	302,411	84	223,791	61
East Brandywine and Waynesburg,							45.297	67		
East Broad Top,	84,769	38	100,075	28	88,456	68	66,133	89	76,688	47
East Mahanoy,									26.731	50
Elmira and Williamsport,	577 786	68	606,230	19	581,355	82	508,457	68	509,866	24
Emlenton, Shippenville and Clarion,	6,863	97								
Erie and Pittsburgh,	485,694	69	410,939	08	465,101	85	394,164	63	407,480	04
Erie and Wyoming Valley,									637,689	98
Evergreen,	3,789	00	4,028	04	6,898	22	7,103	91	5,105	79
Fayette county,	430	35								
Frankford and Holmesburg,							12,982	93	12,126	26
Fort Pitt Incline Plane,							9,006	92	4,447	89
Foxburg, St. Petersburg and Clarion,	5,649	70								
Gettysburg and Harrisburg,									26,837	22
Greenlick Narrow Gauge	4,505	09	5,220	71	4,355	23	6 221	45	3,397	32
Hanover Junction, Hanover and Gettysburg,	53,893	67	59,929	80	84,645	47	94,892	78	96,972	32
Hanover and York,							66,990	24	63,069	37
Harrisburg and Potomac,	36,704	18	49,990	66	189,828	94	60,098	24	34,014	90
Huntingdon and Broad Top Mountain,	165,712	40	165,446	16	259,863	99	204.223	83	220,681	16
Ironton,	18,332	30	16,957	41	16,436	77	12,998	25	17,707	13
Jamestown and Franklin,	82,102	70	98,130	01	92,463	85	93,103	11	97,542	62
Jersey Shore, Pine Creek and Buffalo,					171,328	59				
Junction,	95,565	94	124,919	43	109,256	99	142,434	77	105,223	91
Karns City and Butler,	5,116	25								
Kendall and Eldred,	78.606	13								
Lake Shore and Michigan Southern,	11,278,429	19	11,057.807	44	11,832,853	62	9,133,251	65	9,287,537	13
Lawrence,	108,832	39	114,409	84	120,729	81	115.600	24	92,050	86
Lehigh and Lackawanna,	30 914	64	43,858	41	52,772	64	54 293	96	49,352	82
Lehigh and Susquehanna,	1,712,772	34	1,952,155	48						
Lehigh Valley,	4,648,083	78	5,833,677	34	6,175,656	16	7,318,888	04	4 888,997	83
Lewisburg and Tyrone,							228,203	62		
Ligonier Valley,	10,474	04	11,969	40	30,737	70	21,229	08	13.391	17
Little Saw-Mill Run,	49,898	88	39,805	38	64 631	45	59,646	87	50,898	15
Littlestown,	13,252	02	16,085	14	18,363	13	21,264	37	17 329	07
Little Schuylkill Navigation,							29,282	66	30,028	18
Lykens Valley,	71,992	58	1,683	39	95,865	03	90,702	55	66,368	64
Meadville and Linesville,	10,812	18	25,652	03	20,768	64	39,347	00	22,243	27
McKean and Buffalo,	43,100	36								
Monongahela Incline Plane,	9 201	30	10,476	76	96,655	63	13.870	62		
Mont Alto,	26,199	75	27,505	59	30,934	32	27,974	81	20,405	17

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued,

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Moshannon and Clearfield,					$61,467	95				
Montrose,	$14,927	75	$19,951	12	24,165	33	$26,509	27	$20,832	50
Montour,									17,418	60
Mount Oliver Incline,	12,459	57	11,827	61	11,656	03	22,502	76	28,941	78
Mount Pleasant and Broad Ford,			741	15	757	19	937	80	609	53
Muncy Creek,	13,721	53								
New Brighton and New Castle,							167,509	49	34,908	70
New Castle and Beaver Valley,	116,091	62	172,380	80	155,528	65	128,616	60	92,134	21
New Castle and Butler,							3,530	35		
New Castle and Oil City,	59,242	97								
New York, Chicago and St. Louis,			157,037	62	5,387,732	08	2,679,808	43	2,483,867	57
New York, Lackawanna and Western,									56,715	29
New York, Lake Erie and Western,			19,589,786	81	15,444,583	12	23,413,683	92	11,992,097	63
New York, Lake Erie and Western Coal,			5,370	20	395,092	98	177,035	41	120,658	22
New York, Pennsylvania and Ohio,	4,218,504	46	4,128,466	76	2,478,453	07	227,125	53	3,653,739	40
New York and North Pennsylvania,									2,293	40
New York, Pittsburgh and Chicago,							19,067	09		
New York, Susquehanna and Western,							600,707	23	640,180	52
North and West Branch,							138,260	36		
North-East Pennsylvania,	30,070	17	33,357	47	32,366	72	30,033	65	26,850	04
Northern Central,	2,613,730	31	2,632,507	13	2,611,157	62	2,362,846	84	2,214,734	67
Ohio and Baltimore Short Line,									3,393	07
Oil City and Chicago,			55,925	27						
Oil City and Ridgway,	7,618	21	16,924	54	21,542	40				
Olean, Bradford and Warren,	66,212	03								
Parker and Karns City,	5,851	81								
Peach Bottom,	29,707	19								
Pennsylvania,	15,568,468	60	17,878,776	69	21,270,926	62	19,063,905	28	17,671,202	09
Pennsylvania Coal,			486,646	30			387,355	19	378,905	15
Pennsylvania Company,	71,907	95	31,636	38	100,340	02	283,034	69	195,033	01
Penn Gas Coal Company's Youghiogheny,							16,362	66	17,680	88
Pennsylvania and New York,	967,659	63	1,119,521	94	1,164,837	13	1,400,626	98	1,309,174	15
People's,	8,706	93	9,237	88	9,065	77	14,819	86	8,370	01

Perkiomen,	238,281	14	237,745	34	240,088	18	198,704	55	163,589	48
Philadelphia and Baltimore Central,	171,636	41	. . . . .		12,327	25	2,108	64	4,200	. .
Philadelphia and Erie,	2,430,060	30	2,599,534	55	2,620,823	62	2,202,065	87	1,999,373	43
Philadelphia, Germantown and Chestnut Hill,	. . .	. .	. . .	. .	. . .	. .	68,712	72	116,405	11
Philadelphia, Newtown and New York,	75,101	17	126,422	71	102,259	48	96,285	45	82,281	77
Philadelphia and Reading,	13,494,122	11	14,504,194	03	23,636,485	30	26,055,595	62	24,551,090	97
Philadelphia and Trenton,	1,359,839	02	1,607,911	15	2,044,769	36	1,963,086	87	1,737,712	73
Philadelphia, Wilmington and Baltimore,	2,320,799	35	3,676,494	30	4,169,173	60	3,971,356	13	3,889,772	03
Pickering Valley,	. . . . .	. .	481	21	453	44	910	31	469	84
Pine Creek,	. .		. . .		. . .		365,889	62	532,260	18
Pittsburgh, Bradford and Buffalo,	40,397	81	77,545	49	. . .		. . . . .		. . . . .	
Pittsburgh and Castle Shannon,	198,908	63	201,537	37	195,220	69	150,750	26	93,137	84
Pittsburgh, Chartiers and Youghiogheny,	. .		. . . . .	. .	. . .	. .	124,198	28	66,303	19
Pittsburgh, Cincinnati and St. Louis,	2,735,557	39	2,828,548	83	3,845,284	26	2,917,253	01	2,751,487	39
Pittsburgh and Connellsville,	1,376,075	20	1,437,664	29	1,838,110	38	2,006,235	93	1,160,364	23
Pittsburgh, Fort Wayne and Chicago,	5,830,329	35	6,287,562	68	6,939,273	52	6,324,528	75	5,975,174	05
Pittsburgh Junction,	. . .		. . .				1,343,876	41	293,792	50
Pittsburgh and Lake Erie,	608,764	97	757,043	94	1,109,411	72	917,412	46	851,607	48
Pittsburgh, McKeesport and Youghiogheny,	. . . .		. . .	. .	. . .		442,806	12	456,870	32
Pittsburgh Southern,	58,350	52	62,444	34	64,048	93	95,427	61	.	
Pittsburgh and Western,	. . . . .	. .	133,202	15	1,987,647	59	1,309,420	65	851,195	53
Pomeroy and Newark,	. . . . .	.	. . . . .	. .	. . . . .	. .	39,077	34	. . .	.
Pottsville and Mahanoy,	. . . . .		. . .		. . . .		126,547	35	.	
Reading and Columbia,	279,889	94	318,883	93	327,803	40	398,579	81	313,442	45
Reading and Pottsville,	. . . . .	. .	. . .				36,550	06	. .	
Rochester and Pittsburgh,	. . . . .		222,561	53	15,875,804	96	2,218,084	42	1,660,036	48
Salisbury,	10,318	88	29,479	54	17,648	77	21,516	71	26,336	85
Shamokin Valley and Pottsville,	193,037	12	174,220	28	199,840	84	210,900	13	158,909	74
Sharpsville,	. . . . .		33,724	56	32,683	87	28,922	44	17,800	52
Sharon,	. . . . .	.	. . .		. . . . .	. .	3,887	04	. . .	
Shenango and Allegheny,	102,593	74	111,199	43	. . . . .	. .	242,278	78	100,372	67
Sinnemahoning Valley,	. . . . .		. . .	. .	. . . . .	. .	.		5,564	32
Somerset County,	.	. .	. . .	. .	. . .		. .		7,095	69
Somerset and Cambria,	34,940	73	79,747	16	78,820	23	80,038	95	83,073	92
South Mountain,	20,773	30	28,388	15	21,383	84	25,816	51	22,735	17
Southern Pennsylvania,	27,675	73	22,485	23	19,602	37	20,257	56	20,873	65
South-West Pennsylvania,	. . .		. . . .		. . . . .		79,174	64	. . . . .	
State Line,	. . . .	. .	. . . .		. . .	. .	. .		46,754	95
State Line and Sullivan,	38,994	55	29,113	25	45,232	34	13,837	48	. . .	. .
Stewartstown,	.		. . . .		. . .		. . .		74,833	44
Stony Creek,	42,357	56	46,119	26	51,777	72	51,983	76	51,253	13
Tioga,	305,465	79	301,665	32	297,949	38	215,108	00	170,089	23

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Tionesta Valley,							$38,549	95	$49,804	43
Tyrone and Clearfield,							302,297	88		
Warren and Farnesworth Valley,			$12,090	76	$58,790	42	14,381	80	6,670	02
Waynesburg and Washington,	$28,576	22	30,639	06	37,488	52	38,374	30	35,894	35
Western Maryland,	357,169	52	364,491	19	437,164	16	407,749	96	387,081	88
West Penn and Shenango Connecting,							30,206	81	25,450	47
West Chester and Phœnixville,	288,826	83								
Western Pennsylvania,							20,512	43	10,678	
Wheeling, Pittsburgh and Baltimore,	52,463	09	58,228	25	40,070	22	128,274	78	161,793	72
Williamsport and North Branch,			4,350	91	21,320	41	164,714	82	490,049	95
Wilmington and Northern,	258,284	03	268,685	52	407,959	93	354,979	44	302,083	04
York and Peach Bottom,					63,323	35	65,774	30	90,151	14
Total,	$85,521,657	36	$114,039,989	18	$142,183,216	21	$139,285,963	77	$118,793,922	39

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

Name of Company.	1881.		1882.		1883.		1884.		1885.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Addison and Northern Pennsylvania,						1			1	
Allegheny Valley.	12	11	16	15	14	21	11	11	6	8
Arnot and Pine Creek,							1			
Baltimore and Philadelphia,						2		1		
Bangor and Portland,	1		1		1					
Barclay,		2		4		3				4
Beech Creek, Clearfield and South Western,								1		
Bell's Gap,	1				2			2		
Berlin,							1			1
Bradford, Bordell and Kinzua,	1	5		2	1		5	34		
Bradford, Eldred and Cuba,				6		2		10		
Buffalo, Bradford and Pittsburgh,	1	15	5	15	10	37	2	16	1	6
Buffalo, New York and Philadelphia,			9	14	25	49	20	30	21	22
Buffalo, Pittsburgh and Western,	2	7								
Catasauqua and Fogelsville,							1			
Chartiers,		3	3	3	1		2	6	1	4
Cleveland and Pittsburgh,	5	17		6	1	10	3	5	1	9
Colebrook Valley,								1		
Corning, Cowanesqua and Antrim,	2	1	3	5	5	9	2	21	2	6
Cornwall,									1	
Cornwall and Lebanon,									1	1
Cumberland Valley,	3	1	3	2	3	6	2	2	2	4
Danville and Shamokin,					8	13				
Delaware and Hudson,	8	4	8	5			8	7	5	5
Delaware and Western,	1	1		1						
Delaware, Lackawanna and Western,	18	35	27	68	25	85	35	77	16	39
Dunkirk, Allegheny Valley and Pittsburgh,	2	1	2	13	2	8	1	13	1	6
East Broad Top,		2	1	2		2		2		2
Elmira and Williamsport,	1	7	4	14	2	12	1	12		
Erie and Pittsburgh,	3	7	5	5	3	6	1	8	4	13
Fort Pitt Incline Plane,										2
Frankford and Holmesburg.								1		
Hanover Junction, Hanover and Gettysburg,	1					1			1	1
Harrisburg and Potomac,				1						

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—Continued.

Name of Company.	1881.		1882.		1883.		1884.		1885.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Huntingdon and Broad Top Mountain,	1	12	1	9	1	8	1	9	....	6
Ironton,	....	....	....	....	1	....	....	....	....	....
Jefferson,	5	14	3	18	3	11	1	19	4	12
Jersey Shore, Pine Creek and Buffalo,	....	....	....	....	2	4	....	....	....	....
Junction,	1	1	....	....	....	....	1	1	....	....
Lake Shore and Michigan Southern,	7	5	4	12	3	14	3	19	5	12
Lawrence,	2	3	....	....	1	6	1	3	1	4
Lawrenceville and Evergreen,	....	....	1	3	....	....	....	....	....	....
Lehigh and Susquehanna,	17	11	25	25	....	....	....	....	....	....
Lehigh Valley,	49	34	45	42	53	35	45	45	26	31
Little Saw-Mill Run,	1	....	....	....	....	....	....	....	....	....
Littlestown,	1	....	....	....	....	....	....	....	....	....
Lykens Valley,	1	2	1	3	....	1	....	2	1	1
McKean and Buffalo,	1	3	....	....	....	....	....	....	....	....
Meadville,	....	....	1	1	2	....	....	....	....	....
Monongahela Incline Plane,	....	....	....	....	....	....	....	2	....	1
Mont Alto,	....	....	....	3	1	1	....	....	....	....
Mount Oliver Inclined Plane,	....	....	....	....	....	....	....	....	....	1
New Brighton and New Castle,	....	....	....	....	....	....	....	....	1	1
New Castle Railroad and Mining,	....	....	....	....	....	....	....	1	....	....
New Castle and Beaver Valley,	2	9	2	9	2	5	....	3	2	3
New Castle and Oil City,	1	3	....	....	2	5	....	....	....	....
New York, Chicago and St. Louis,	....	....	2	....	19	47	....	2	1	7
New York, Lake Erie and Western,	....	....	147	485	148	498	123	424	92	368
New York, Lake Erie and Western Coal,	....	....	....	....	1	7	....	....	3	3
New York, Pennsylvania and Ohio,	10	11	11	8	6	6	....	....	7	9
New York, Susquehenna and Western,	....	....	....	....	....	....	6	5	6	4
Northern Central,	11	20	2	17	5	24	9	47	7	61
Oil City and Chicago,	....	....	....	3	....	....	....	....	....	....
Oil City and Ridgway,	....	....	8	5	....	....	....	....	....	....
Pennsylvania,	201	878	253	878	196	908	179	889	201	943
Pennsylvania Coal,	9	9	5	10	8	6	4	15	1	1
Penn Gas Coal Company's Youghiogheny,	....	....	....	....	....	....	....	....	....	1
Pennsylvania and New York,	4	8	12	12	9	12	6	29	7	30
Perkiomen,	....	4	2	2	2	2	2	....	1	1
Philadelphia and Baltimore Central,	2	1	....	....	....	....	1	1	....	....

Philadelphia and Erie,	24	128	24	109	9	86	24	95	31	94
Philadelphia, Germantown and Chestnut Hill,								5	1	5
Philadelphia and Reading,	102	98	95	98	109	85	105	115	115	114
Philadelphia and Trenton,	14	57	19	48	22	45	16	35	23	58
Philadelphia, Wilmington and Baltimore,	26	19	36	20	14	2	33	4	26	8
Pine Creek,							2	14	3	18
Pittsburgh, Bradford and Buffalo,		1		3						
Pittsburgh and Castle Shannon,		3						1	1	1
Pittsburgh, Chartiers and Youghiogheny,								5		3
Pittsburgh, Cincinnati and St. Louis,	28	53	22	32	16	16	16	20	12	30
Pittsburgh and Connellsville,	29	52	34	46	58	75	44	13	19	45
Pittsburgh, Fort Wayne and Chicago,	17	36	24	73	57	178	45	162	18	69
Pittsburgh Junction,									1	1
Pittsburgh and Lake Erie,	14	18	12	9	8	9	9	11	10	11
Pittsburgh, McKeesport and Youghiogheny,							5	5	6	10
Pittsburgh Southern,				1	2	1	1			
Pittsburgh and Western,			2	5	9		1	12	7	12
Reading and Columbia,	1	2	5	4	3	6	1	8	2	9
Rochester and Pittsburgh,			2		7	8	6	10	6	36
Shamokin Valley and Pottsville,	3	3	2	4	4	17	6	9	2	5
Sharpsville,			2							
Shenango and Allegheny,			1	1			2	9	3	3
Slate Ridge and Delta,			1							
Somerset and Cambria,			1	1		1	1			3
South Mountain,		2	1						1	
Southern Pennsylvania,	1	1								
Stewartstown,										2
State Line and Sullivan,			1	2	1					
Stony Creek,							1	3		1
Tioga,	1	4	1	1	9		1	4	2	9
Warren and Farnesworth Valley,				2						
Waynesburg and Washington,			2			1				
West Chester and Philadelphia,		8								
West Penn and Shenango Connecting,									1	1
Western Maryland,		8			8	10	3	13	1	9
Wheeling, Pittsburgh and Baltimore,	1	6	2	8			2			
Wilcox and Howard Hill Improvement Company,			1	1	4	18				
Williamsport and North Branch,						2		2		1
Wilmington and Northern,							1	22	4	14
York and Peach Bottom,							1			
Total,	661	1,649	905	2,203	898	2,337	809	2,359	725	2,205

TABULATED RESULTS

COMPILED FROM PASSENGER RAILWAYS.

TABLE B.—COST AND CHARACTERISTICS.

Name of Company.	Cost of Road and Equipment.		Characteristics of Road.										
	Total cost of road and equipment.		Length of road.	Gauge of road	Weight of rail per yard.	Number of car-houses, shops and stables.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number of horses owned by the company.	Value of real estate held exclusive of roadway.	
Allentown	$38,560	63	3.44	4.8½	19	2	1	4	2	9	22	$18,063	11
Beaver Valley	30,554	22	3.10	5.2½	38	3	1	5		1	24		
Bradford and Kendall	17,564	41	1.51	4.8½	38	2	2	3	...	..	6	800	00
Central, Pittsburgh	138,248	71	3.00	5.2½	45	1	2	15	...	2	95	15,500	00
Chester Street	90,807	30	5.25	5.2¼	40 & 47	4	..	14	...		64	17,689	74
Citizens', Philadelphia	319,134	57	10.50	5.2	45 & 47	9	2	66	22	6	427	181,076	57
Citizens', Pittsburgh	226,378	11	9.00	5.2½	47 & 52	5	3	29	18	16	333	116,083	34
City, Altoona	68,000	00	3.24	5.3	43 & 45	3		12	5	..	37		
Coalville	46,917	01	2.50	4.8½	20 & 34	1	1	3	.	...	12	27,019	89
Continental	[1]		...	...	...	...	...	...		..	..	.	.
Easton and South Easton	25,962	50	1.38	5.2	43	2	...	...	4	..	19	...	..
Empire	[2]		8.50	5.2	45	.		...	.	..	..	.	
Erie City	94,792	14	5.25	4.8½	30	1	1	11	2		72	14,500	00
Federal Street and Pleasant Valley	140,000	00	2.60	5.2½	45	3	1	20	..	2	147	35,000	00
Frankford and Southwark	987,105	45	18.10	5.2	47	9	4	102	..	...	618	125,000	00
Germantown	[3]		..	...	...	...	...	...	...	...	..	.	..
Green and Coates Streets, Philadelphia	[3]		..	...	...	...	...	...	.	...			
Harrisburg City	98,867	76	4.93	5.2½	38-44-47	5	1	18	4		62	20,000	00
Hestonville, Mantua and Fairmount	546,384	56	20.00	5.2	43	5	2	79	...	6	485	319,111	74
Johnstown	17,944	01	.93	5.3	41 & 43	3	3	13	..	..	73	5,050	00
Lancaster City	10,452	29	1.10	5.2½	38	1	..	6	..	.	4	1,300	00
Lancaster and Millersville	40,500	00	5.50	4.8½	30	1	1	3		1	13	4,000	00
Lombard and South Street	671,661	65	17.76	5.2	43	4	2	21	33	4	304	83,015	09

Norristown,	13,981	58	1.50	5.2	40	...	1	2	.	...	11	1,792	40
People's, Philadelphia,	351,431	75	31.00	5.2	45	12	4	131	84	6	1,140	10,000	00
People's, Scranton,	171,298	82	9.50	4.8½	25 & 52	1	1	5	15	...	71	16,637	74
Perkiomen Avenue,	94,413	75	2.20	5.2½	38 & 45	2	1	13	...	...	42	8,590	00
Philadelphia City,	[4]875,842	88	17.42	5.2½	47 & 78	6	4	...	...	...	...	302,650	00
Philadelphia and Darby,	[5]		5.05	5.2½	42	3	1	...	...	...	...	..	
Philadelphia and Gray's Ferry	276,776	53	10.38	5.2	44	4	1	24	4	..	200	43,000	00
Philadelphia Traction,	Not reporte	d.	116.00	5.2	45 & 78	33	11	526	68	40	3,084	..	..
Pittsburgh, Allegheny and Manchester,	288,069	17	5.00	5.2	45	6	3	40	...	3	280	160,507	03
Pittsburgh and Birmingham,	167,730	00	3.38	5.2½	45 & 47	3	1	19	6	3	160	61,300	00
Pittsburgh Oakland and East Liberty,	190,107	83	6.00	5.2	33-45-48	4	2	27	5	3	162	30,000	00
Pittsburgh Union,	147,503	32	4.06	5.2½	45	1	.	29	..	1	165	14,827	85
Pittsburgh and West End,	58,584	22	3.50	5.2½	40	1	1	9	4	2	73	6,752	21
Pittston,	10,000	00	1.75	5.6	42½	1	..	1	2	...	6	.....	..
Reading City,	50,600	66	2.20	5.2½	38 & 45	3	1	18	1	...	47	.	
Ridge Avenue Philadelphia,	572,172	84	15.00	5.1	47	1	1	60	..	..	334	65,000	00
Schuylkill River,	[6]47,463	54	3.11	5.2	44	.	..	...	..	..	..	.....	
Second Avenue, Pittsburgh,	74,982	81	3.25	5.2½	47	1	1	5	3	9	58	..	
Second and Third Streets, Philadelphia,	934,380	13	37.00	5.2¼	43 & 55	7	2	107	9	15	675	100,000	00
Seventeenth and Nineteenth Streets,	[7]		..	...	..	..	..	...	..	...	....	..	...
South Side,	81,851	13	2.50	5.2½	45	2	1	6	6	...	80	10,000	00
Stroudsburg,	24,627	84	1.38	4.8½	28 & 30	1	1	2	1	...	9	1,000	00
Thirteenth and Fifteenth Streets,	321,566	86	14.00	5.2	43	2	2	44	15	16	478	189,553	45
Transverse,	361,000	62	6.36	5.2	52	3	...	39	..	...	245	63,610	93
Union Philadelphia,	[7]				...		..	...	...	...	..	.....	.
West Philadelphia,	1,167,495	10	21.50	5.2½	44	[8]	..	...	..	...	...	...	
Wilkes-Barre and Kingston,	94,833	37	4.50	5.2½	30 & 45	1	1	5	3	..	17	10,000	00
Williamsport,	90,663	66	2.15	4.8½	36	.	1	4	5	3	26	...	
Total,	$9,577,213	73	457.28	.	..	162	69	1,540	321	148	10,180	$2,076,461	06

[1]Cost not reported. Balance of table included in report of Philadelphia Traction Company. [2]Cost not reported. Balance omitted is included in report of Citizens' Company. [3]Cost not reported. Leased to People's Company, by whom operations are reported. [4]Leased to West Philadelphia Company. [5]Cost reported as unknown to present officers. Operated by West Philadelphia Company. [6]Operated by Philadelphia and Gray's Ferry Company. [7]Cost not reported. Operations included in report of Philadelphia Traction Company. [8]Balance included in report of Philadelphia Traction Company.

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers, (all classes,) carried in cars.	Of maintaining the road or real estate of corporation.		Of operating the road.		Total.	
Allentown,	167,009	$1,149	92	$10,505	09	$11,655	01
Beaver Valley,	136,771	449	03	5,240	66	5,689	69
Bradford and Kendall,	122,387	.....		.....		5,459	16
Central, Pittsburgh,	730,931	3,750	16	35,688	46	[1]42,775	26
Chester Street,	684,591	1,245	98	20,977	06	22,223	04
Citizens', Philadelphia,	5,744,264	20,018	30	203,020	97	223,039	27
Citizens', Pittsburgh,	4,508,501	14,500	76	147,303	18	161,803	94
City, Altoona,	348,274	548	66	13,837	73	14,386	39
Coalville,	90,453	404	82	5,152	29	5,557	11
Easton and South Easton,	143,767	1,278	61	7,813	02	9,091	63
Empire,	4,140,916	.....		.....		.....	
Erie City,	586,297	409	92	20,271	98	20,681	90
Federal Street and Pleasant Valley,	1,648,823	2,237	81	43,874	84	46,112	65
Frankford and Southwark,	10,190,201	20,845	16	253,602	41	374,447	57
Harrisburg City,	431,339	1,494	16	19,061	62	20,555	78
Hestonville, Mantua and Fairmount,	5,192,625	17,222	07	217,278	12	234,500	19
Johnstown,	585,138	1,580	48	21,043	58	22,624	06
Lancaster City,	47,220	370	40	2,024	24	2,394	64
Lancaster and Millersville,	60,553	9	51	6,140	49	6,150	00
Lombard and South Street,	3,781,060	7,643	50	121,183	82	128,827	32
Norristown,	40,456	.....		2,333	73	2,333	73
People's, Philadelphia,	22,039,728	42,515	50	510,775	20	553,290	70
People's, Scranton,	663,624	4,737	26	32,477	79	37,215	05
Perkiomen Avenue,	396,484	1,478	71	14,626	29	16,105	00
Philadelphia City,	.....	.....		4,190	86	4,190	86
Philadelphia and Gray's Ferry,	2,864,584	6,569	30	85,995	98	92,565	28
Philadelphia Traction,	42,039,344	85,528	44	1,401,686	90	1,487,215	34

Pittsburgh, Allegheny and Manchester,	3,216,613	11,661	13	133,868	78	145,529	91
Pittsburgh and Birmingham,	2,122,984	9,268	64	75,305	33	84,573	97
Pittsburgh, Oakland and East Liberty,	1,643,028	5,659	94	76,600	83	82,260	77
Pittsburgh Union,	1,481,910	4,281	28	58,927	37	63,208	65
Pittsburgh and West End,	840,641	4,270	57	30,367	34	34,637	91
Pittston,	79,930	246	53	3,262	46	3,508	99
Reading City,	408,463	930	68	16,815	03	17,745	71
Ridge Avenue, Philadelphia,	6,301,533	25,115	16	168,801	90	193,917	06
Second Avenue, Pittsburgh,	441,094	168	05	16,710	20	16,878	25
Second and Third Streets,	9,106,855	35,528	28	298,023	43	333,551	71
South Side,	532,830	3,089	71	25,879	02	28,968	73
Thirteenth and Fifteenth Streets,	5,770,571	15,010	56	195,725	45	210,736	01
Transverse,	2,048,641	2,591	99	97,429	06	100,021	05
Wilkes-Barre and Kingston,	291,004	1,305	00	12,889	04	14,194	04
Williamsport,	417,499	225	39	14,628	43	14,853	82
Total,	142,085,936	$359,091	53	$4,431,339	98	$4,895,477	15

[1] Includes construction, interest, and State taxes.

TABLE D.—RECEIPTS

Name of Company.	Passengers.		Rent.		Manure.		Other sources.		Total.	
Allentown,	$13,578	73	$641	63	.....	.	$711	83	$14,932	19
Beaver Valley,	7,218	45	.....	.	$4	05	126	00	7,348	50
Bradford and Kendall,	6,119	33	.....	..	.....	..	.....	..	6,119	33
Central, Pittsburgh,	40,504	92	.....	.	.....	.	.....		40,504	92
Chester,	31,118	36	....	.	703	63	50	00	31,871	99
Citizens', Philadelphia,	302,710	77	251	00	2,901	50	92,450	93	398,314	20
Citizens', Pittsburgh,	205,916	99	1,520	13	450	00	333	85	208,220	47
City, Altoona,	16,504	73	..		107	45	322	57	16,934	75
Coalville,	7,010	65	338	17	27	25	77	25	7,453	32
Continental,	...		120,000	00	....		....	.	120,000	00
Easton and South Easton,	7,567	48	109	00	11	87	5,911	13	13,599	48
Empire,	231,707	51	....		....		...	.	231,707	51
Erie City,	28,266	11	366	00	71	00	384	20	29,087	31
Federal Street and Pleasant Valley,	75,027	65	834	12	...	.	49,790	66	125,652	43
Frankford and Southwark,	566,122	32	3,235	90	4,170	93	1,563	34	575,092	49
Harrisburg City,	23,421	89	192	00	287	10	31,535	08	55,436	07
Hestonville, Mantua and Fairmount,	276,865	80	527	75	3,016	69	69,514	66	349,924	90
Johnstown,	29,915	44	65	00	62	50	585	68	30,628	62
Lancaster City,	2,361	03	.....	..	.....	..	1,455	00	3,816	03
Lancaster and Millersville,	8,054	92	.....	.	...		1,050	70	9,105	62
Lombard and South Street,	178,732	71	.....	..	1,677	37	1,809	97	182,220	05
Norristown,	2,168	43	....		...		...		2,168	43
People's, Philadelphia,	872,087	08	120	00	6,358	50		63	878,566	21
People's, Scranton,	44,886	05	....		64	91	1,839	11	46,790	07
Perkiomen Avenue,	18,612	48	71	04	153	00	573	72	19,410	24
Philadelphia City,	.	.	132,500	00	...		677	01	133,177	01
Philadelphia and Gray's Ferry,	138,493	46	1,135	00	1,651	12	247	50	141,527	08
Philadelphia Traction,	2,405,764	36	...		20,775	61	24,797	54	2,451,337	51
Pittsburgh, Allegheny and Manchester,	169,713	03	500	00	117	50	22,956	68	193,287	21
Pittsburgh and Birmingham,	106,149	20	.....	..	....		....		106,149	20
Pittsburgh, Oakland and East Liberty,	99,010	21	.....	..	130	00	15	50	99,155	71
Pittsburgh Union,	73,064	51	.....	..	100	00	3,242	00	76,406	51
Pittsburgh and West End,	44,131	96	..		70	25	4,674	12	48,876	33
Pittston,	3,996	50	143	93	27	00	138	20	4,305	63
Reading City,	21,279	36	335	00	2,700	40	507	91	24,822	67
Ridge Avenue, Philadelphia,	329,138	36	.....	..	.....	..	...		329,138	36
Second Avenue, Pittsburgh,	20,631	34	.....		.....	..	761	26	21,392	60

Second and Third Streets,	519,287	19	.	.	5,125	95	1,100	00	525,513	14
Seventeenth and Nineteenth Streets,	. .		15,000	00	. . . .	.	. . . .	.	15,000	00
Sou h Side,	26,641	54	. .		75	00	56	04	26,772	58
Thirteenth and Fifteenth Streets,	318,684	48	905	00	2,780	64	5,901	91	328,222	03
Transverse,	100,108	40			354	02	513	69	100,976	11
Union, Philadelphia,	. . . . .	. .	270,000	00	. . . . .	.	. . . . .	.	270,000	00
West Philadelphia,	. . . .		150,000	00	. . . . .	. .	. . .		150,000	00
Wilkes-Barre and Kingston,	23,165	00	. . .	.	. . . .	.	1,106	55	24,271	55
Williamsport,	17,931	58	.	. .	54	40	1,451	21	19,437	19
	$7,433,658	31	$698,790	67	$53,979	64	$328,233	43	$8,494,673	55

TABLE E.—ACCIDENTS.

Name of Company.	Passengers.		Employes.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown,					1		1	
Beaver Valley,		1						1
Citizens', Philadelphia,					1		1	
Citizens', Ptttsburgh,		1				1		2
Federal Street and Pleasant Valley,					1		1	
Frankford and Southwark,		3				1		4
Harrisburg City,						1		1
Lombard and South Street.					1	1	1	1
People's, Philadelphia,		29	1	18	2	13	3	60
Pittsburg. Allegheny and Manchester,				1	1	3	1	4
Pittsburgh Union,		2			1		1	2
Pittston,		1						1
Second and Third Streets.		5						5
Thirteenth and Fifteenth Streets,		2		2				4
Total,		44	1	21	8	20	9	85

Companies omitted in this table do not report any accidents.

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Allentown,	$45,260	00	$45,260	00	$45,260	00	$45,260	00	$45,260	00
Beaver Valley,	...	...	...	...	...	...	...	...	15,000	00
Bradford and Kendall,	...	...	...	...	...	...	12,000	00	12,000	00
Central, Pittsburgh,	27,250	00	100,000	00	100,000	00	100,000	00	100,000	00
Chester,	...	...	...	...	80,000	00	80,000	00	80,000	00
Citizens', Philadelphia,	192,500	00	192,500	00	192,500	00	192,500	00	192,500	00
Citizens', Pittsburgh,	192,000	00	200,000	00	200,000	00	200,000	00	200,000	00
City, Altoona,	...	...	...	...	53,000	00	68,000	00	68,000	00
Coalville,	62,675	00	62,675	00	62,675	00	62,675	00	62,675	00
Continental,	580,000	00	580,000	00	580,000	00	580,000	00	580,000	00
Easton and South Easton,	29,562	50	29,562	50	29,562	50	29,562	50	29,562	50
Empire,	200,000	00	...	...	...	...	...	...	...	...
Erie City,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Federal Street and Pleasant Valley,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Frankford and Southwark,	600,000	00	600,000	00	600,000	00	750,000	00	750,000	00
Germantown,	572,860	00	572,860	00	572,860	00	572,860	00	572,860	00
Green and Coates Streets, Philadelphia,	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Harrisburg City,	50,000	00	62,500	00	62,500	00	62,500	00	62,500	00
Hestonville, Mantua and Fairmount,	299,381	36	299,381	36	299,381	36	299,381	36	299,381	36
Johnstown,	...	...	...	...	56,000	00	84,000	00	100,000	00
Lancaster City,	...	...	...	...	...	...	10,000	00	10,000	00
Lancaster and Millersville,	...	...	...	...	...	...	...	...	40,000	00
Lehigh Avenue,	...	...	...	...	60,000	00	60,000	00	60,000	00
Lombard and South Street,	164,962	50	242,467	50	285,555	00	294,393	00	299,005	50
Norristown,	...	...	...	...	...	...	...	...	15,350	00
People's, Philadelphia,	460,000	00	560,000	00	500,000	00	500,000	00	500,000	00
People's Street, Scranton,	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Perkiomen Avenue,	40,000	00	...	...	40,000	00	40,000	00	40,000	00
Philadelphia City,	475,000	00	475,000	00	475,000	00	475,000	00	475,000	00
Philadelphia and Darby,	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Philadelphia and Gray's Ferry,	308,750	00	308,750	00	308,750	00	308,750	00	308,750	00
Philadelphia Traction,	...	...	...	...	...	...	2,000,000	00	2,500,000	00
Pittsburgh, Allegheny and Manchester,	350,000	00	350,000	00	350,000	00	350,000	00	350,000	00
Pittsburgh and Birmingham,	162,000	00	162,000	00	174,000	00	186,000	00	192,000	00
Pittsburgh, Oakland and East Liberty,	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Pittsburgh Union,	.		. . .		$69,375	00	$69,375	00	$69,375	00
Pittsburgh and West End,	$17,060	14	$17,060	14	26,060	14	36,060	14	36,060	14
Pittston,	18,362	50	. . .		10,000	00	10,000	00	10,000	00
Reading City,	40,550	00	40,550	00	40,550	00	40,550	00	40,550	00
Ridge Avenue, Philadelphia,	420,000	00	420,000	00	420,000	00	420,000	00	420,000	00
Schuylkill River,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Scranton,	. . . . .	.	. . . . .	.	1,000	00	1,000	00	1,000	00
Second Avenue, Pittsburgh,	. .		. .		. .		30,000	00	30,000	00
Second and Third Streets,	771,076	25	771,076	25	1,060,200	00	771,076	25	771,076	25
Seventeenth and Nineteenth Streets,	250,000	00	250,000	00	250,000	00	250,000	00	250,000	00
South Side,	38,400	00	38,400	00	38,400	00	38,400	00	38,400	00
Stroudsburg,	25,600	00	25,600	00	25,600	00	25,600	00	25,600	00
Sunbury and Northumberland,	. . .		. .		. . .		. .		1,060	00
Thirteenth and Fifteenth Streets,	334,529	44	334,529	44	334,529	44	334,529	44	334,529	44
Transverse,	. . .		175,000	00	175,000	00	175,000	00	175,000	00
Union, Philadelphia,	425,000	00	751,100	00	925,000	00	925,000	00	925,000	00
West Philadelphia,	750,000	00	750,000	00	750,000	00	750,000	00	750,000	00
Wilkes-Barre and Kingston,	. . .	. .	100,000	00	100,000	90	100,000	00	100,000	00
Williamsport,	40,600	00	60,000	00	60,000	00	60,000	00	60,000	00
Total,	$8,435,879	69	$9,465,672	95	$10,262,758	44	$12,249,472	65	$12,847,495	19

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Allentown,	$12,000	00	$11,000	00	$13,000	00	$13,000	00	$11,000	00
Beaver Valley,	...		...		...		...		13,000	00
Bradford and Kendall,	...		...		...		12,000	00	...	
Central, Pittsburgh,	20,070	61	30,636	46	36,708	34	37,854	56	40,124	90
Citizens', Pittsburg,	54,245	13	67,877	48	77,863	29	73,000	00	77,000	00
City, Altoona,	...		...		...		...		800	00
Coalville,	27,881	31	16,254	04	14,321	16	13,491	40	12,754	87
Continental,	350,000	00	350,000	00	350,000	00	350,000	00	350,000	05
Easton and South Easton,	6,800	00	8,300	00	7,800	00	14,692	82	12,499	05
Empire,	200,000	00	300,000	00	200,000	00	200,000	00	200,000	00
Erie City,	11,500	00	11,500	00	25,000	00	33,000	00	35,800	00
Federal Street and Pleasant Valley,	93,000	00	93,000	00	96,000	00	101,000	00	75,000	00
Frankford and Southwark,	102,000	00	102,000	00	102,000	00	102,000	00	102,000	00
Germantown,	227,500	00	227,500	00	227,500	00	227,500	00	227,500	00
Green and Coates Streets, Philadelphia,	121,916	68	121,916	68	121,916	68	121,916	68	100,000	00
Harrisburg City,	12,271	27	...		...		...		30,000	00
Hestonville, Mantua and Fairmount,	531,184	60	525,754	00	528,954	00	514,964	47	525,704	00
Lancaster City,	...		...		...		1,400	00	2,200	00
Lancaster and Millersville,	...		...		...		...		500	00
Lombard and South Streets,	145,413	88	200,212	08	350,975	77	185,386	00	184,403	22
People's Street, Scranton,	21,782	57	21,049	66	20,930	63	23,243	66	20,950	57
People's, Philadelphia,	105,815	48	2,756,501	52	2,484,948	34	2,362,517	19	1,580,351	23
Perkiomen Avenue,	2,000	00	3,000	00	...		2,500	00	...	
Philadelphia City,	300,000	00	300,000	00	300,000	00	300,000	00	300,000	00
Philadelphia and Darby,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Philadelphia and Gray's Ferry,	18,500	00	18,500	00	18,500	00	28,500	00	28,500	00
Pittsburgh, Allegheny and Manchester,	105,000	00	128,000	00	205,000	00	210,000	00	215,000	00
Pittsburgh and Birmingham,	40,000	00	96,138	35	86,000	00	84,000	00	84,000	00
Pittsburgh, Oakland and East Liberty,	97,523	08	98,285	54	98,277	66	113,540	46	88,614	84
Pittsburgh and West End,	17,500	00	21,319	99	16,000	00	16,700	00	25,500	00
Pittsburgh Union,	...		...		107,333	34	117,833	34	119,833	34
Pittston,	8,571	50	...		...		...		...	
Reading City,	...		2,650	00	13,147	42	14,000	00	14,000	00
Second Avenue, Pittsburgh,	...		...		...		34,204	80	45,133	20

COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Funded and Floating Debt—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Seventeenth and Nineteenth Streets,	$134,500	00	$134,500	00	$134,500	00	$134,500	00	$100,000	00
South Side,	31,587	97	34,761	96	31,480	44	37,920	35	42,568	00
Thirteenth and Fifteenth Streets,	100,000	00	120,797	50	160,000	00	163,345	00	167,600	00
Transverse,	. .		193,219	95	205,000	00	222,645	63	175,000	00
Union, Philadelphia,	500,000	00	500,000	00	500,000	00	730,300	00	750,000	00
West Philadelphia,	246,000	00	246,000	00	246,000	00	246,000	00	246,000	00
Williamsport,	. . .		10,133	34	12,749	25	7,454	19	7,352	29
Total,	$4,276,682	90	$6,750,808	56	$6,891,906	32	$6,950,400	55	$6,110,689	51

COMPARATIVE STATEMENT FOR FIVE YEARS—Cost of Road and Equipment.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Allentown,	$37,918	13	$37,873	13	$33,215	63	$33,320	63	$38,560	63
Beaver Valley,	.....		.....		.....		.....		30,554	22
Bradford and Kendall,	.....		.....		.....		17,564	41	17,564	41
Central, Pittsburgh,	53,210	61	130,489	05	156,243	76	137,586	76	138,248	71
Chester,	.....		.....		88,484	22	89,585	87	90,807	30
Citizens', Philadelphia,	306,777	34	118,745	15	313,077	74	319,134	57	319,134	57
Citizens', Pittsburgh,	180,570	34	211,293	34	229,671	52	229,270	27	220,378	11
City, Altoona,	.....		.....		52,719	76	68,000	00	68,000	00
Coalville,	46,917	01	46,917	01	46,917	01	46,917	01	46,917	01
Continental,	380,355	99	380,355	99	380,355	99	380,355	99	*	
Easton and South Easton,	25,962	50	35,962	50	25,962	50	25,362	50	25,962	50
Empire	106,000	00	106,000	00	106,000	00	Not stated.		*	
Erie City,	61,992	91	61,992	91	76,271	94	89,009	59	94,792	14
Federal Street and Pleasant Valley,	140,000	00	140,000	00	140,000	00	140,000	00	140,000	00
Frankford and Southwark,	981,738	10	981,738	10	975,455	00	982,175	45	987,105	45
Germantown,	950,782	56			950,782	56	Not stated.		*	
Green and Coates Streets, Philadelphia,	258,181	43	258,181	43	258,181	43	Not stated.		*	
Harrisburg City,	50,022	24	55,777	90	59,971	51	63,563	38	98,867	76
Hestonville, Mantua and Fairmount,	540,189	56	538,479	56	537,904	56	537,994	56	546,384	56
Johnstown,	.....		.....		59,962	27	84,192	25	17,944	01
Lancaster City,	.....		.....		.....		9,391	49	10,452	29
Lancaster and Millersville,	.....		.....		.....		.....		40,500	00
Lombard and South Street,	306,637	51	334,132	26	641,774	92	658,566	64	671,661	65
Norristown,	.....		.....		.....		.....		13,981	58
People's, Philadelphia,	920,905	15	251,177	60	236,343	60	289,547	35	351,431	75
People's Street, Lackawanna county,	168,582	58	169,032	58	173,230	84	173,460	84	171,298	82
Perkiomen Avenue,	90,250	28	92,680	28	89,820	28	92,295	28	94,413	75
Philadelphia and Darby,	.....		.....		.....		Not stated.		*	
Philadelphia and Gray's Ferry,	266,606	98	266,606	98	266,606	98	276,776	53	276,776	53
Philadelphia City,	875,227	88	875,842	88	875,842	88	875,842	88	875,842	88
Pittsburgh and Birmingham,	140,163	96	145,879	96	145,879	96	166,000	00	167,730	00
Pittsburgh and West End,	44,057	00	44,723	71	47,119	04	50,139	31	58,584	22
Pittsburgh, Allegheny and Manchester,	305,243	96	293,135	37	294,700	87	286,256	46	288,069	17
Pittsburgh, Oakland and East Liberty,	193,042	18	193,336	18	193,609	91	190,106	83	190,107	83
Pittsburgh Union,	.....		.....		148,494	65	147,684	65	147,503	32

COMPARATIVE STATEMENT FOR FIVE YEARS.—Number of Passengers (all classes) Carried in Cars—Continued.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
Reading City,	298,891	331,289	352,175	421,961	408,463
Ridge Avenue, Philadelphia,	5,298,495	5,510,259	5,757,020	6,283,481	6,301,533
Second Avenue, Pittsburgh,	.....	.....	.....	527,292	441,094
Second and Third Streets,	9,156,392	9,504,889	9,595,459	9,424,798	9,106,855
South Side,	425,100	681,493	586,092	545,703	532,830
Stroudsburg,	26,172	26,954	28,788	.....	.....
Thirteenth and Fifteenth Streets,	5,193,638	5,367,803	5,421,922	5,981,089	5,770,571
Transverse,	.....	1,630,509	2,144,636	2,122,364	2,048,641
Union, Philadelphia,	20,960,569	21,864,841	22,741,228	11,743,313	.....
West Philadelphia,	9,164,615	9,070,432	9,561,867	.....	.....
Wilkes-Barre and Kingston,	275,150	290,400	337,100	326,888	291,004
Williamsport,	432,837	458,462	484,355	452,355	417,499
Total,	121,023,456	125,380,656	136,274,585	142,242,194	142,085,986

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Allentown,	$9,979	65	$11,652	50	$12,989	43	$12,624	86	$11,655	01
Beaver Valley,	.....	..	....	.	.....		...		5,689	69
Bradford and Kendall,	..		...		...		6,659	39	5,459	16
Central, Pittsburgh,	22,754	15	35,072	86	45,794	59	43,986	97	42,775	26
Chester,	..		..		17,571	08	23,161	56	22,223	04
Citizens', Philadelphia,	224,425	18	244,659	59	225,307	45	210,505	40	223,039	27
Citizens', Pittsburgh,	121,165	94	135,247	15	147,561	28	171,900	00	161,803	94
City, Altoona,	.....		...		19,486	16	16,925	77	14,386	38
Coalville,	5,472	83	6,432	83	5,749	81	7,180	00	5,557	11
Continental,	...	..	....		...		120,000	84	*	
Easton and South Easton,	7,146	12	6,662	66	7,172	95	10,719	65	9,091	63
Empire,	.....	..	..		..		.....	.	*	24
Erie City,	10,932	47	12,907	06	11,744	56	23,348	22	20,681	90
Federal Street and Pleasant Valley,	48,781	44	58,898	57	63,188	55	60,340	18	46,112	65
Frankford and Southwark,	298,600	14	316,644	87	300,680	46	343,539	28	374,447	57
Germantown,	263,158	82	.....	..	....	.	.....	.	*	
Green and Coates Streets, Philadelphia,	76,803	18	...		.....	..	...		*	
Harrisburg City,	16,619	74	17,734	55	15,697	17	15,166	37	20,555	78
Hestonville, Mantua and Fairmount,	209,055	49	203,031	52	215,689	65	211,252	52	234,500	90
Johnstown,	.....	.	.....		14,589	24	21,356	66	22,624	06
Lancaster City,	.....	.	.....	.	.....	..	1,502	39	2,394	64
Lancaster and Millersville,	...		.		.	..	...		6,150	00
Lombard and South Street,	80,431	65	105,558	98	119,005	30	127,944	13	128,827	32
Norristown,	.....	..	..		...		...		2,333	73
People's Street, Scranton,	29,875	25	27,372	21	38,932	41	45,832	98	37,215	05
People's, Philadelphia,	240,451	79	851,237	86	479,695	28	493,134	83	553,290	70
Perkiomen Avenue,	16,338	86	28,614	30	15,774	67	15,691	02	16,105	00
Philadelphia City,	373,937	47	350,712	68	342,638	62	8,613	83	*4,190	86
Philadelphia and Gray's Ferry,	96,646	08	91,620	81	92,058	52	91,407	43	92,565	28
Philadelphia Traction,	..		...		...	.	1,043,243	67	1,487,215	32
Pittsburgh, Allegheny and Manchester,	102,367	90	119,492	19	116,418	17	145,529	91	145,529	91
Pittsburgh and Birmingham,	85,828	71	73,881	98	80,040	30	98,289	45	84,573	97
Pittsburgh, Oakland and East Liberty,	71,797	00	66,213	82	84,781	69	83,984	38	82,260	77
Pittsburgh and West End,	32,923	34	18,517	74	34,272	33	35,946	38	34,637	91
Pittsburgh Union,	.....	..	.....	..	63,446	99	69,534	43	63,208	65

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Pittston,	$1,973	99	.....	.	$3,636	28	$4,112	48	$3,508	99
Reading City,	14,968	75	$17,432	48	16,090	10	24,683	51	17,745	71
Ridge Avenue, Philadelphia,	155,021	94	161,867	97	189,555	33	204,401	79	193,917	06
Second Avenue, Pittsburgh,	...	...	.....	.	.....		21,223	62	16,878	25
Second and Third Streets,	319,039	87	326,202	18	353,306	86	328,618	59	333,551	71
Seventeenth and Nineteenth Streets,	.....	...	...	..	.....	.	.....		*	
South Side,	22,971	74	43,510	84	35,773	48	32,803	22	28,068	73
Stroudsburg,	2,723	63	3,027	21	3,095	27	..		...	
Thirteenth and Fifteenth Streets,	179,849	37	194,004	22	203,507	26	208,798	49	210,736	01
Transverse,	.....	.	82,161	89	92,746	88	101,387	25	100,021	05
Union, Philadelphia,	792,461	78	896,727	67	899,238	50	522,669	95	*	
West Philadelphia,	370,657	68	336,000	34	354,303	77	...		*	
Wilkes-Barre and Kingston,	14,790	50	14,973	00	18,896	67	17,231	48	14,194	04
Williamsport,	11,468	55	13,488	80	11,626	04	12,663	11	14,853	82
Total,	$4,543,170	80	$4,868,563	33	$4,753,263	10	$5,036,705	06	$4,895,477	15

* Leased to and operated by other companies, and expenses included in reports of lessees.

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Allentown,	$11,175	03	$14,787	34	$13,954	77	$14,314	74	$14,932	19
Beaver Valley,	...		...		...		...		7,348	50
Bradford and Kendall,	16,247	29	...		...		9,457	30	6,119	33
Central, Pittsburgh,	24,366	35	36,113	30	48,222	90	46,683	60	40,504	92
Chester,	...		...		30,565	70	34,302	83	31,871	99
Citizens', Philadelphia,	362,555	54	407,642	52	437,027	54	420,845	09	398,314	20
Citizens', Pittsburgh,	210,610	41	186,990	25	200,687	65	212,943	56	208,220	47
City, Altoona,	...		...		19,718	53	20,115	08	16,934	75
Coalville,	7,952	99	9,062	71	9,126	20	9,022	61	7,453	32
Continental,	120,000	00	...		...		120,000	00	120,000	00
Easton and South Easton,	8,964	78	9,375	87	8,332	23	12,764	85	13,599	48
Empire,	...		...		...		246,646	07	231,707	51
Erie City,	15,026	10	15,544	00	15,966	82	26,124	85	29,087	31
Federal Street and Pleasant Valley,	70,578	49	86,021	05	78,885	22	88,529	21	125,652	43
Frankford and Southwark,	481,492	66	534,800	44	519,145	07	554,781	90	575,092	49
Germantown,	443,150	68	...		...		...		...	
Green and Coates Streets, Philadelphia,	129,889	90	60,000	00	60,000	00	...		...	
Harrisburg City,	34,163	20	37,431	68	23,868	79	24,120	24	55,436	00
Hestonville, Mantua and Fairmount,	272,437	24	268,033	09	259,009	10	260,490	09	349,924	90
Johnstown,	...		...		19,748	66	23,775	54	30,628	62
Lancaster City,	...		...		...		1,770	33	3,816	03
Lancaster and Millersville,	...		...		...		...		9,105	62
Lombard and South Street,	78,479	64	133,878	42	158,825	12	178,379	11	182,220	05
Norristown,	...		...		...		...		2,168	43
People's, Philadelphia,	466,034	10	1,185,741	66	1,231,879	59	856,263	25	878,566	21
People's Street, Scranton,	29,875	25	35,426	55	43,941	87	49,646	69	46,790	07
Perkiomen Avenue,	16,338	86	20,701	06	19,759	32	18,646	32	19,410	24
Philadelphia and Gray's Ferry,	136,587	98	137,997	92	137,914	59	147,216	71	141,527	08
Philadelphia City,	566,477	31	524,569	12	534,674	00	144,269	97	133,177	01
Philadelphia Traction,	...		...		...		1,793,535	19	2,451,337	51
Pittsburgh and Birmingham,	105,451	80	81,733	31	101,280	85	111,810	00	106,149	20
Pittsburgh and West End,	40,152	35	45,240	70	47,350	34	44,968	13	48,876	33
Pittsburgh, Allegheny and Manchester,	210,079	71	193,802	68	268,285	97	183,773	07	193,287	21
Pittsburgh, Oakland and East Liberty,	78,169	75	88,398	85	100,897	82	98,198	11	99,155	71
Pittsburgh Union,	...		...		80,152	73	77,930	25	76,406	51

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts—Continued.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Pittston,	$3,457	14	. . .		$4,305	22	$4,982	47	$4,305	63
Reading City,	19,290	63	$29,558	13	33,990	11	26,048	31	24,822	67
Ridge Avenue, Philadelphia,	274,753	34	287,550	26	300,897	11	326,341	66	329,138	36
Second and Third Streets,	519,303	73	541,147	46	546,546	06	538,523	41	525,513	14
Second Avenue, Pittsburgh,	. . .	. .	. . .	. .	. . .		25,681	58	21,392	60
Seventeenth and Nineteenth Streets,	15,000	00	. . .		15,000	00	15,000	00	15,000	00
South Side,	21,860	50	36,623	95	32,974	50	27,654	71	26,772	58
Stroudsburg,	5,790	70	6,195	70	4,631	09	1,800	00		
Thirteenth and Fifteenth Streets,	294,147	82	313,038	55	338,936	03	317,791	44	328,222	03
Transverse,	. . .		79,551	30	108,604	02	105,945	44	100,976	11
Union, Philadelphia,	1,229,523	85	1,302,133	87	1,350,341	56	909,583	23	270,000	00
West Philadelphia,	505,175	52	511,196	67	544,948	59	150,000	00	150,000	00
Wilkes-Barre and Kingston,	22,143	10	24,749	79	28,569	36	28,969	32	24,271	55
Williamsport,	16,819	54	20,551	78	22,212	67	19,448	01	19,437	19
Total,	$6,858,319	22	$7,268,343	00	$7,803,207	71	$8,329,069	07	$8,494,673	55

COMPARATIVE STATEMENT FOR FIVE YEARS.—Accidents.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Allentown,									1	
Beaver Valley,										1
Central, Pittsburgh,						2				
Citizens', Philadelphia,		1	1	2		2		1	1	
Citizens', Pittsburgh,		4	1	1	1	3	3	1		2
City, Altoona,							1			
Empire,							1	2		
Erie City,										
Federal Street and Pleasant Valley,	1	4							1	
Frankford and Southwark,			2	6		4	3	7		4
Harrisburg City,								1		1
Hestonville, Mantua and Fairmount,	4	4			1	5	1	1		
Lombard and South Streets,		3	1	4	3				1	1
People's, Philadelphia,	3	1		16	1	28	2	41	3	60
People's Street, Scranton,					1			1		
Perkiomen Avenue,	1									
Philadelphia and Gray's Ferry,	1									
Philadelphia City,	1	4	3	2	1	8				
Pittsburgh and Birmingham,	1	1				3	1	5		
Pittsburgh and West End,	1									
Pittsburgh, Allegheny and Manchester,	1	2	2	1	1	4		3	1	4
Pittsburgh, Oakland and East Liberty,		2								
Pittsburgh Union,					1	3	1	1	1	2
Pittston,										1
Ridge Avenue, Philadelphia,	2				1	2		2		
Second and Third Streets,	1				1	3				5
Second Avenue, Pittsburgh,								3		
Thirteenth and Fifteenth Streets,	1	2			1	2				4
Tranverse,			1	1			3	3		
Union, Philadelphia,					1	1				
West Philadelphia,										
Wilkes-Barre and Kingston,	1				1		1	1		
Total,	19	28	11	33	15	70	17	73	9	85

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.		Total amount now paid in of capital stock.		Total amount of funded debt.		Total amount of floating debt.		Total amount of funded and floating debt.	
Delaware and Hudson,	Unlimited.		$23,500,000	00	$15,378,000	00	. . . . .	. .	$15,378,000	00
Delaware Division,	$2,400,000	00	1,633,350	00	800,000	00	. . . . .	.	800,000	00
Lehigh Coal and Navigation,	Unlimited.		12,488,500	00	17,051,250	00	. . . . .	.	17,051,250	00
Monongahela Navigation,	Unlimited.		1,194,650	00	384,000	00	$55,000	00	439,000	00
Pennsylvania,	5,000,000	00	4,501,200	00	2,842,000	00	. .	. .	2,842,000	00
Schuylkill Navigation,	Unlimited.		3,975,462	00	8,517,888	36	595,193	87	9,113,082	23
Susquehanna,	Unlimited.		2,002,746	00	2,901,310	58	634,902	15	3,536,212	73
Total,	$7,400,000	00	$49,295,908	00	$47,874,448	94	$1,285,096	02	$49,159,544	96

TABLE B.—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.		Length of main line of the canal.	Number of branch or leased canals.	Width at top water line.	Width at bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh locks.	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.	
Delaware and Hudson,	$6,339,210	49	108	. .	48	32	6	13½	132	2	136	40	3	722		.
Delaware Division,	2,433,350	00	60	. .	44	26	6	4	33	1	88	. .	. . . .	. . .	$5,000	00
Lehigh Coal and Navigation,	2,191,000	00	48	1	60 to 100	45	6	5	57	1	10	9	48	311	200,000	00
Monongahela Navigation, ...	1,723,033	71	86	.	.	. .	5 to 6		. . .	.			. .	.	. . . . .	. .
Pennsylvania,			324	2	50 to 60	34 to 40	4 to 6¼	60	135	3	467	19	11	284	. . . . .	.
Schuylkill Navigation,	12,492,450	36	108.23	1	60 to 100	40 to 45	6¼	19	71	. .	121	31	47.98	327	. . . . .	.
Susquehanna,* . . .	4,931,345	53	*45	.	50	30	5½	2	43	1	18	4	2	6	. . . . .	. .
Total, ...	$30,110,390	09	779.23	4	. .	. .	.	103½	471	8	840	103	111.98	1,650	$205,000	00

* Includes the Tide Water Canal in Maryland, about 15 miles.

TABLE C.—TONNAGE, EXPENSES, AND RECEIPTS.

Name of Company.	Gross amount of tonnage, including branches and leased canals.	Expenses.						Receipts.	
		Maintaining the canal or real estate of the corporation.		Operating the canal.		Total.		Total.	
Delaware and Hudson,	1,135,537	$95,818	22	$73,797	55	$169,615	77	$54,551	38
Lehigh Coal and Navigation,*	689,554	84,300	51	109,294	37	193,594	88	2,116,306	36
Monongahela Navigation,	†3,259,391	47,248	50	42,763	11	90,011	61	215,675	31
Pennsylvania,	624,021	121,268	07	24,173	13	145,441	20	266,819	64
Schuylkill Navigation,	683,562	75,089	73	59,980	21	135,069	94	307,590	65
Susquehanna and Tide Water,	341,376	30,429	91	13,752	56	44,182	47	57,500	83
Total,	6,733,441	$454,154	94	$323,760	93	$777,915	87	$3,018,444	17

* Includes the business of the Delaware Division Canal. † These figures represent so much of this company's tonnage as is reported by weight. The balance is reported in barrels, bushels, feet, &c., and cannot be reduced to tons. It includes 8,466,312 feet of lumber and timber, 213,866 posts, 588,892 brick, 941,300 bushels of sand, and a variety of other articles.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Lumber.	COAL.		IRON.		Other iron or castings.
		Anthracite.	Bituminous.	Pig.	Railroad.	
Delaware and Hudson,	13,272	891,125	151	193	...	...
Lehigh Coal and Navigation,*	25,967	494,476	2,453	24,222	...	13,498
Monongahela Navigation,	...	...	3,202,725	11	...	...
Pennsylvania,	65,025	497,633	454	18	...	2
Schuylkill Navigation,	27,010	604,749	...	...	1	...
Susquehanna and Tide Water,	11,182	303,623	2,582	...	...	250
Total,	142,456	2,791,606	3,208,365	24,444	1	13,750

* Includes business of the Delaware Division Canal.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Iron and other ores.	Lime and limestone.	Agricultural products.	Merchandise.	Manufactures.	Live stock.	Other articles.
Delaware and Hudson,	.....	4,446	.....	.....	178,471	.....	47,879
Lehigh Coal and Navigation,*	.....	69,203	12,225	.....	4,462	.....	43,045
Monongahela Navigation,	16,486	.....	.....	.....	.....	.....	40,169
Pennsylvania,	16,149	13,956	.....	.....	112	.....	80,672
Schuylkill Navigation,	.....	12,949	496	.....	1,361	.....	36,996
Susquehanna and Tide Water,	.....	6,280	4,382	.....	7,361	.....	5,716
Total,	32,635	106,834	17,103	.....	191,767	.....	204,477

* Includes business of the Delaware Division.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Capital Stock Paid In.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Delaware and Hudson,	$20,000,000	00	$20 000,000	00	$20,000,000	00	$23,500,000	00	$23,500,000	00
Delaware Division,	1,633,350	00	1,633,350	00	1,633,350	00	1,633,350	00	1,633,350	00
Lehigh Coal and Navigation,	10,328,350	00	11,206,900	00	11,441,850	00	12,330,450	00	12,488,500	00
Monongahela Navigation,	1,004,650	00	1,004,650	00	1,004,650	00	1,063,750	00	1,194,650	00
Pennsylvania,	4,501,200	00	4,501,200	00	4,501,200	00	4,501,200	00	4,501,200	00
Schuylkill Navigation, (Philadelphia and Reading Railroad Co., lessee,)	4,050,036	00	3,980,762	00	3,977,362	00	3,975,912	00	3,975,462	00
Susquehanna, (Philadelphia and Reading Railroad Co., lessee,)	2,002,746	00	2,002,746	00	2,002,746	00	2,002,746	00	2,002,746	00
Union,	2,907,850	00	2,907,850	00	2,907,850	00	2,907,850	00	. . . . .	. .
Total,	$46,428,780	00	$47,237,458	00	$47,469,008	00	$ 51,915,258	00	$49,295,908	00

COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Delaware and Hudson,	$19,837,000	00	$18,763,000	00	$18,763,000	00	$15,378,000	00	$15,378,000	00
Delaware Division,	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Lehigh Coal and Navigation,	16,379,782	60	13,582,041	84	13,459,229	84	*17,305,742	27	17,051,250	00
Monongahela Navigation,	84,000	00	324,000	00	397,146	90	390,000	00	439,000	00
Pennsylvania,	2,940,000	00	2,926,000	00	2,872,000	00	2,842,000	00	2,842,000	00
Schuylkill Navigation, (Philadelphia and Reading Railroad Co., lessee,)	8,666,117	27	8,675,946	00	8,731,635	78	8,968,572	01	9,113,082	23
Susquehanna and Tidewater, (Philadelphia & Reading R. R. Co., lessee,)	3,147,381	25	3,249,643	75	3,273,890	85	3,379,019	99	3 536,212	73
Union,	3,109,500	00	3,125,200	00	3,128,000	00	3,155,000	00	. . . . .	. .
Total,	$54,963,781	22	$51,455,831	59	$51,424,902	47	$52,218,334	27	$49,159,544	96

* Less $2,310,000 assumed by the Central railroad of New Jersey, and $1,247,500 assumed by the Lehigh and Wilkes-Barre Coal Company.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost of Canal and Fixtures.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Delaware and Hudson,	$6,905,550	17	$6,339,210	49	$6,339 210	49	$6,339,210	49	$6,339,210	49
Delaware Division,	2,433,350	00	2,433,350	00	2,433,350	00	2,433,350	00	2,433,350	00
Lehigh Coal and Navigation,	4,455,000	00	4,455,000	00	4,455,000	00	3,000,000	00	2,191,000	00
Monongahela Navigation,	1,120,100	20	1,315,878	90	1,476,729	90	1,573,277	56	1,723,033	71
Pennsylvania,*										
Schuylkill Navigation,	12,571,011	36	12,500,216	36	12,496,643	36	12,492,900	36	12,492,450	36
Susquehanna and Tidewater,	4,929 974	40	4,927,974	40	4,930,291	49	4,931,345	53	4,931,345	53
Union,	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00	. . . . .	. .
Total,	$38,322,836	13	$37,881,475	15	$38,039,075	24	$36,677,923	94	$30,110,390	09

* "Cannot say." See Auditor General's report on Canals, &c., for 1872, page 796.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Gross Amount of Tonnage.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
Delaware and Hudson,	1,509,266	1,594,947	1,501,201	1,324,894	1,135,537
Delaware Division,*					
Lehigh Coal and Navigation,	702,714	678,894	728,988	762,588	689,554
Monongahela Navigation,	. . . .	3,970,200	. . . .	. . . .	†3,259,391
Pennsylvania,	905,095	874,952	808,311	649,517	624,021
Schuylkill Navigation,	783,148	707,757	738,487	652,902	683,562
Susquehanna and Tidewater,	346,257	386,650	396,829	320,487	341,376
Union,	23,316	26,251	28,878	16,165	. . . . .
Total,	4,350,796	8,239,651	4,201,694	3,626,553	6,733,441

* Included in report of Lehigh Coal and Navigation Company, lessee.

† See foot-note to Table C.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Expenses of Maintaining and Operating the Canal.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
Delaware and Hudson,	$184,148	01	$178,917	42	$186,825	58	$171,511	79	$169,615	77
Delaware Divison.*										
Lehigh Coal and Navigation,	276,271	16	239,764	22	208,390	17	189,107	84	193,594	88
Monongahela Navigation,	117,374	77	80,534	94	86,374	12	100,339	19	90,011	61
Pennsylvania,	262,611	76	253,740	39	203,771	75	192,372	70	145,441	20
Schuylkill Navigation,	167,570	89	199,797	52	191,792	91	179,096	12	135,069	94
Susquehanna and Tidewater,	45,632	55	46,309	85	15,753	95	48,737	74	44,182	47
Union,	23,130	50	21,980	96	18,676	31	21,844	83	. . . . .	.
Total,	$1,076,739	64	$1,021,045	33	$911,584	79	$902,010	21	$777,915	87

* Included in report of Lehigh Coal and Navigation Company, lessee.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.

NAME OF COMPANY.	1881.		1882.		1883.		1884		1885.	
Delaware and Hudson,	$54,588	53	$60,007	52	$52,403	39	$54,171	56	$54,551	38
Delaware Division.*										
Lehigh Coal and Navigation,	2,031,633	20	2,076,619	80	2,321,440	87	2,167,737	64	2,116,306	36
Monongahela Navigation,	216,908	10	271,991	25	281,449	90	209,267	97	215,675	31
Pennsylvania,	360,251	91	371,466	53	388,389	40	315,412	22	266 819	64
Schuylkill Navigation,	583,727	01	518,687	75	548,284	13	381,762	88	307,590	65
Susquehanna and Tidewater,	59,999	45	65,801	07	69,685	93	55,540	45	57,500	83
Total,	$3,332,814	12	$3,386,939	26	$3,680,941	36	$3,206,856	55	$3,018,444	17

* Included in report of Lehigh Coal and Navigation Company, lessee.

TABULATED RESULTS

COMPILED FROM

TELEGRAPH AND TELEPHONE REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock is authorized by law.		Total amount now paid in of capital stock.		Rate per cent. of dividend.	Total amount now of floating and funded debt.		Rate per cent. of interest on funded debt.
American District Telegraph,	$400,000	00	$400,000	00	. . . .	$20,912	33	6
American Telegraph and Telephone,	10,000	00	1,000	00	. .	. . . . .	.	. . . .
Atlantic and Ohio Telegraph,	650,000	00	650,000	00	10	. . . . .	. .	. . .
Baltimore and Ohio Telegraph,	5,000	00	500	00	. .	. . . . .	. .	. . .
Baltimore and Ohio Telegraph in Pennsylvania,	5,000	00	500	00	. .	. . . . .	. .	. . . . .
Bell Telephone of Philadelphia.	560,000	00	560,000	00	8	. .		. . . . .
Central District and Printing Telegraph,	500,000	00	500,000	00	7½	75,000	00	. . . .
Central Pennsylvania Telephone and Supply,	1,000,000	00	786,000	00	6	. . . . .	. .	. . . . .
Curwensville Telephone,	3,000	00	3,000	00	. . .	. . . . .	.	. . . . .
Delaware and Atlantic Telegraph and Telephone,	. . . . .		10,000	00	. . .	. . . . .		. . . .
Lykens Telegraph and Telephone,	1,000	00	300	00	. .	. . . . .		. . . .
National Telegraph,	1,000,000	00	1,000,000	00	. . . . .	. . . . .	.	. . . .
New York and Pennsylvania Telegraph and Telephone,	1,000,000	00	1,000,000	00	. . . . .	. . . . .	. .	. . . .
Pacific and Atlantic Telegraph,	2,000,000	00	2,000,000	00	. . . . .	. . . . .		. . . .
Pennsylvania Telephone,	750,000	00	749,200	00	7½	. . . . .		. . . .
Philadelphia Local Telegraph,	*25,000	00	400,000	00	5	. . .		. . . .
Philadelphia, Reading and Pottsville Telegraph,	50,000	00	20,000	00	100	200,000	00	6
Philadelphia and Seaboard Telegraph,†	150,000	00	150,000	00	. .	2,800	00	. .
Postal Telegraph and Cable,	10,500,000	00	10,500,000	00	. . . .	10,033,830	87	6
Rockhill Telegraph,	3,000	00	300	00	. . .	4,220	13	. . . .
Tioga and Morris Run Telegraph,	2,500	00	1,700	00	. . . . .	. . . . .		. . .
Western Pennsylvania Telegraph,	50,000	00	5,000	00	. .	.		.
Western Union Telegraph,	80,000,000	00	80,000,000	00	5¾	7,204,250	00	6 and 7
Williamsport and North Branch Telephone,	3,000	00	2,100	00	8	. . . . .	. .	. . . .
Total,	$98,667,500	00	$98,739,600	00	. . .	$17,541,013	33	. . .

* $375,000 additional authorized by vote of stockholders.

† Name changed to "Pennock Underground Conduit and Surface Telegraph Company of New Jersey."

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipment.		Length of main line in miles.	Length of main line in Pennsylvania.	Number of stations, entire line.	Number of stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line.			Number of persons employed in maintaining and operating line in Penn'a.			Number of messages sent during the year, entire line.	Number of messages sent during the year, in Pennsylvania.	Number of messages received during the year, entire line.	Number of messages received during the year, in Pennsylvania.
									Males.	Females.	Total.	Males.	Females.	Total.				
American District Telegraph,	$405,733	25	.....	.....	.....	10	2,854	2,854	.....	.....	267	.....	.....	267	23,506	*192,300	.....	†678,318
Baltimore and Ohio Telegraph,	.....	....	.....	264	.....	46	.....	.....	.....	.....	.....	95	5	100	.....	.....	.....	.....
Baltimore and Ohio Telegraph in Pennsylvania,	.....	....	.....	13.70	.....	3	.....	.....	74	3	77	74	3	77	.....	.....	.....	.....
Bell Telephone of Philadelphia,	434,065	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pennsylvania Telephone and Supply,	515,002	51	2.402	2,402	2,746	2,746	2,746	2,746	40	38	78	40	38	78	.....	.....	.....	.....
Curwensville Telephone,	3,000	00	48	48	12	12	12	12	8	4	12	8	4	12	.....	.....	.....	.....
Lykens Telegraph and Telephone,	295	15	3½	3½	2	2	2	2	2	.....	2	2	.....	2	193	193	193	193
National Telegraph,	.....	....	949	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia Local Telegraph,	400,000	00	160	160	60	60	275	275	63	34	97	63	34	97	381,604	381,604	381,898	381,898
Philadelphia, Reading and Pottsville Telegraph,	254,059	48	101	‡369¾	391	391	798	798	658	16	674	658	16	674	379,442	379,442	379,442	379,442
Philadelphia and Seaboard Telegraph,	3,500	00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Postal Telegraph and Cable,	2,310,000	00	.....	.....	.....	23	1,100	107	.....	.....	400	.....	.....	53	1,100,000	150,000	1,100,000	150,000
Rockhill Telegraph,	4,220	13	30	30	5	5	5	5	5	.....	5	5	.....	5	454	454	454	454
Tioga and Morris Run Telegraph,	1,700	00	28	28	5	5	5	5	5	.....	5	5	.....	5	.....	.....	.....	.....
Western Pennsylvania Telegraph,	462	67	3½	3½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union Telegraph,	.....	....	150,568	8,415	14,194	1,161	35,642	.....	.....	.....	23,294	.....	.....	1,441	42,000,000	.....	42,000,000	.....
Williamsport and North Branch Telephone,	2,100	00	28	28	8	8	8	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total,	$4,331,138	34	151,321	12,410.45	17,423	4,472	43,447	6,812	855	95	24,911	950	110	2,811	43,865,119	1,084,993	43,861,987	1,590,245

* Handed to other lines for transmission. † Received from other lines for delivery by messengers. ‡ Reported "length of main lines in Pennsylvania."

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.		Gross expenses in Pennsylvania.		Gross receipts, entire line.		Gross receipts in Pennsylvania.	
American District Telegraph,	$108,931	45	$108,931	45	$125,617	54	$125,617	54
Baltimore and Ohio Telegraph,	.....	..	.....	..	.....	..	4,931	65
Baltimore and Ohio Telegraph in Pennsylvania,	.....	..	.....	..	.....	..	2,794	78
Bell Telephone of Philadelphia,	206,014	55	206,014	55	302,030	34	302,030	34
Central Pennsylvania Telephone and Supply,	78,744	37	78,744	37	126,451	59	126,451	59
Curwensville Telephone,	610	76	610	76	857	91	857	91
Lykens Telegraph and Telephone,	16	38	16	38	42	76	42	76
National Telegraph,	.....	..	.....	..	35,392	26	.....	..
Philadelphia Local Telegraph,	92,587	66	92,587	66	173,467	53	173,467	53
Philadelphia, Reading and Pottsville Telegraph,	56,649	13	56,649	13	95,844	71	95,844	71
Philadelphia and Seaboard Telegraph,	4,000	00	.....	..	.....	..	.....	..
Postal Telegraph and Cable,	290,000	00	20,000	00	240,000	00	15,000	00
Tioga and Morris Run Telegraph,	549	04	549	04	549	04	549	04
Western Union Telegraph,	12,050,283	89	....		16,850,068	71	....	..
Total,	$12,888,387	23	$564,103	34	$17,950,322	39	$847,587	85

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID FOR FIVE YEARS.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
American District,	$400,000	00	$400,000	00	$400,000	00	$400,000	00	$400,000	00
American Rapid,	.....	..	.....	..	.....	..	1,000	00	.....	..
American Telegraph and Telephone,	.....	..	.....	..	.....	..	.....	..	1,000	00
Atlantic and Ohio,	650,000	00	650,000	00	650,000	00	650,000	00	650,000	00
Baltimore and Ohio Telegraph,	.....	..	.....	..	.....	..	.....	..	500	00
Baltimore and Ohio Telegraph in Pennsylvania,	.....	..	.....	..	.....	..	.....	..	500	00
Bell Telephone,	.....	..	.....	..	.....	..	560,000	00	560,000	00
Central District and Printing,	.....	..	.....	..	.....	..	500,000	00	500,000	00
Central Pennsylvania Telephone and Supply,	.....	..	.....	..	.....	..	.....	..	786,000	00
Curwensville Telephone,	.....	..	.....	..	.....	..	.....	..	3,000	00
Delaware and Atlantic Telegraph and Telephone,	.....	..	.....	..	.....	..	10,000	00	10,000	00
Lykens Telegraph and Telephone,	.....	..	.....	..	.....	..	.....	..	300	00
National Telegraph,	.....	..	.....	..	.....	..	.....	..	1,000,000	00
New York and Pennsylvania Telegraph and Telephone,	.....	..	.....	..	.....	..	1,000,000	00	1,000,000	00
Pacific and Atlantic,	.....	..	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Pennsylvania Telephone,	.....	..	.....	..	600,000	00	686,000	00	749,200	00
Philadelphia Local,	400,000	00	400,000	00	400,000	00	400,000	00	400,000	00
Philadelphia, Reading and Pottsville,	20,000	00	20,000	00	20,000	00	20,000	00	20,000	00
Philadelphia and Seaboard,	.....	..	.....	..	.....	..	.....	..	150,000	00
Postal Telegraph and Cable Company,	.....	..	.....	..	.....	..	.....	..	10,500,000	00
Rockhill,	300	00	300	00	300	00	300	00	3,000	00
Sullivan Telephone,	.....	..	.....	..	.....	..	650	00	.....	..
Tioga and Morris Run,	.....	..	.....	..	.....	..	1,700	00	17,000	00
Western Pennsylvania Telegraph,	.....	..	.....	..	.....	..	5,000	00	5,000	00
Western Pennsylvania Telegraph and Telephone,	.....	..	.....	..	.....	..	500,000	00	.....	..
Western Union,	80,000,000	00	80,000,000	00	80,000,000	00	80,000,000	00	80,000,000	00
Williamsport and North Branch,	.....	..	.....	..	.....	..	1,600	00	2,100	00
York Overland Telegraph, Telephone and Electric Light,	.....	..	.....	..	.....	..	36,810	00	.....	..
Total,	$80,820,300	00	$83,470,300	00	$84,070,300	00	$86,778,060	00	$98,757,600	00

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
American District,	$18,600	09	$19,426	12	$17,552	76	$15,320	48	$20,912	33
American Rapid,	.....	..	.....	..	.....	..	100	00	.....	..
Central District and Printing,	.....	..	.....	..	.....	..	75,000	00	75,000	00
Philadelphia, Reading and Pottsville,	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Philadelphia and Seaboard Telegraph,	.....	..	.....	..	.....	.	.....	..	2,800	00
Postal Telegraph and Cable Company,	.....		.....	..	.....	..	.....	..	10,033,830	87
Rockhill,	4,220	13	4,220	13	4,220	13	4,220	13	4,220	13
Western Union,	6,244,102	00	6,234,382	00	6,214,456	00	7,214,456	00	7,204,250	00
York Overland Telegraph, Telephone and Electric Light,	.....	.	.....	..	.....		1,015	17	.....	.
Total,	$6,466,922	22	$6,458,028	25	$6,436,228	89	$7,510,111	78	$17,541,013	33

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA IN FIVE YEARS.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
American District,	890,501	817,903	821,298	839,873	678,318
Philadelphia Local,	412,000	495,000	450,000	475,000	381,898
Philadelphia, Reading and Pottsville,	244,436	279,961	.....	381,454	379,442
Postal Telegraph and Cable Company,	.....	.....	.....	.....	150,000
Rockhill,	527	592	487	487	454
Total,	1,547,464	1,593,456	1,271,785	1,696,814	1,590,112

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1881.	1882.	1883.	1884.	1885.
American District,	281,948	186,835	192,595	211.163	192,300
Postal Telegraph and Cable Company,	.....	.....	.....	....	150.000
Philadelphia Local,	390,000	425,000	365,000	326,000	361,604
Philadelphia, Reading and Pottsville,	244,436	279,961	364,578	381.454	379,442
Rockhill,	527	592	487	487	454
Total,	916,911	892,388	936,660	919,104	1,083,800

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
American District,	$172,648	58	$169,925	28	$162,838	20	$153,234	05	$125,617	54
Baltimore and Ohio Telegraph,	.....	..	.....	..	.....	..	.....	.	4,931	65
Baltimore and Ohio Telegraph in Pennsylvania,	.....	..	.....	..	.....	..	.....	.	2,794	78
Bell Telephone,	.....	..	.....	..	.....	..	389,677	17	302,030	34
Curwensville Telephone,	.....	..	.....	..	.....	..	.....	..	857	91
Central Pennsylvania Telephone and Supply,	.....	..	.....	..	.....	..	.....	..	126,451	59
Lykens Telegraph and Telephone,	.....	..	.....	..	.....	..	.....	.	42	76
Philadelphia Local,	197,664	58	251,694	86	210 563	17	153,795	57	173,467	53
Philadelphia, Reading and Pottsville,	85,206	30	92,229	68	96,218	09	96,683	20	95,844	71
Postal Telegraph and Cable Company,	.....	..	.....	..	.....	..	.....		15,000	00
Sullivan Telephone,	.....	..	.....	..	.....	..	45	23	.....	
Tioga and Morris Run,	.....	..	.....	.	.....	..	549	04	549	04
Total,	$456,219	46	$513,849	82	$469,619	46	$793,994	26	$847,587	85

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1881.		1882.		1883.		1884.		1885.	
American District,	$106,853	80	$106,074	10	$107,939	02	$110,641	11	$108,931	45
Bell Telephone,	.....	..	.....	..	.....	..	180,778	41	206,014	55
Central Pennsylvania Telephone and Supply,	.....	..	.....	..	.....	..	.....	..	78,744	37
Curwensville Telephone,	.....	..	.....	..	.....	..	.....	..	610	76
Lykens Telegraph and Telephone,	.....	..	.....	..	.....	..	.....	..	16	38
Philadelphia Local,	170,635	32	196,007	12	133,730	60	92,138	72	92,587	66
Philadelphia, Reading and Pottsville,	53,615	30	56,470	88	58,786	81	64,630	92	56,649	13
Postal Telegraph and Cable Company,	.....	..	.....	..	.....	.	.....		20,000	00
Sullivan Telephone,	.....	.	.....	..	.....	..	41	76	.....	..
Tioga and Morris Run,	.....	..	.....		.....	..	777	27	549	04
Total,	$331,104	42	$358,552	26	$300,456	43	$449,008	19	$564,103	34

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